



DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
450 110th AVENUE NE., P.O. BOX 90012
BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: SWB Bellevue II, LLC

LOCATION OF PROPOSAL: 788 NE 8th Street

DESCRIPTION OF PROPOSAL: SWB Bellevue II, LLC seeks Design Review approval to demolish two existing two-story commercial buildings to construct a 25-story office building (618,629 GSF) with approximately 6,188 square feet of active uses over 5.5 levels of underground parking which total 927 stalls on 1.46 acres.

FILE NUMBERS: 20-109940-LD

PLANNER: Antoinette Pratt, Senior Planner

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

- ☐ There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on _____.
- ☒ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on **5/20/2021**
- ☐ This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5:00 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project); or if the DNS was procured by misrepresentation or lack of material disclosure.

Elizabeth Stead

Environmental Coordinator

5/6/2021

Date

OTHERS TO RECEIVE THIS DOCUMENT:

- ☐ State Department of Fish and Wildlife / Stewart.Reinbold@dfw.gov; Christa.Heller@dfw.wa.gov;
- ☐ State Department of Ecology, Shoreline Planner N.W. Region / Jobu461@ecy.wa.gov; sepaunit@ecy.wa.gov
- ☐ Army Corps of Engineers Susan.M.Powell@nws02.usace.army.mil
- ☐ Attorney General ecyolyef@atg.wa.gov
- ☐ Muckleshoot Indian Tribe Karen.Walter@muckleshoot.nsn.us; Fisheries.fileroom@muckleshoot.nsn.us



**City of Bellevue
Development Services Department
Land Use Staff Report**

Proposal Name: The Artise

Proposal Address: 788 NE 8th Street

Proposal Description: SWB Bellevue II, LLC seeks Design Review approval to demolish two existing two-story commercial buildings to construct a 25-story office building (618,629 GSF) with approximately 6,188 square feet of active uses over 5.5 levels of underground parking which total 927 stalls on 1.46 acres.

File Number: 20-109940 LD

Applicant: SWB Bellevue II, LLC

Decisions Included: Process II, Design Review Decision, and SEPA Determination

Planner: Antoinette Pratt, Senior Planner

State Environmental Policy Act Threshold Determination: Determination of Non-Significance (DNS)
Elizabeth Stead
Elizabeth Stead, Environmental Coordinator
Development Services Department

Director's Decision: Approval with Conditions
Michael A. Brennan, Director
Development Services Department

By: *Elizabeth Stead*
Elizabeth Stead, Land Use Director

Application Date: June 8, 2020
Notice of Application Date: July 9, 2020
Minimum Comment Period: November 19, 2020
Public Meeting: November 19, 2020
Bulletin Publication Date: May 6, 2021
Appeal Deadline: May 20, 2021

For information on how to appeal a proposal, visit the Development Services Permit Center at City Hall or call (425) 452-6800. Comments on State Environmental Policy Act (SEPA) Determinations can be made with or without appealing the proposal within the noted comment period for a SEPA Determination. Appeal of the Decision must be received in the City Clerk's Office by 5 PM on the date noted for appeal of the decision.

Table of Contents

I.	Request, Phasing & Review Process.....	2
II.	Site Context & Description.....	4
III.	Site and Building Design.....	5
IV.	Consistency with Land Use Code/Zoning Requirements.....	10
V.	Design Guidelines.....	19
VI.	Administrative Departures.....	25
VII.	Public Notice & Comment.....	35
VIII.	Technical Review.....	36
IX.	State Environmental Policy Act (SEPA).....	42
X.	Changes to Proposal.....	45
XI.	Design Review Decision Criteria.....	46
XII.	Decision.....	49
XIII.	Conditions of Approval.....	49

ATTACHMENTS

- A. Project Plans and Drawings
- B. FAR and Amenity Calculation
- C. Downtown Design Guidelines
- D. Administrative Departure Requests
 - Build-to Line
 - Compact Parking
 - Planter Strip
 - Active Uses
- E. Certificate of Concurrency
- F. Comprehensive Plan Policies

I. PROPOSAL & REVIEW PROCESS

A. Proposal/Request

SWB Bellevue II, LLC requests Design Review approval and a Threshold Determination under the State Environmental Policy Act (SEPA) to demolish two existing two-story commercial buildings to construct a 25-story office building (618,629 GSF) with approximately 6,188 square feet of active uses over 5.5 levels of underground parking which total 927 stalls on 1.46 acres. See Attachment A for project plans.

View of the North Elevation on NE 8th Street



B. Development Review Process

Design Review and the SEPA Threshold Determination are both Process II Administrative Decisions, pursuant to Land Use Code (LUC) 20.35.200. The Environmental Coordinator issues the SEPA Threshold Determination and the Director of Development Services issues

the Design Review decisions. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner.

Design Review: Design Review is the City’s mechanism to ensure site development and structures comply with the Land Use Code regulations regarding structure design and compatibility with surrounding uses. It also ensures that building development is of high design quality. A Design Review may be modified either through the Land Use Exemption process or as a new Design Review per LUC 20.30F.175. **See Sections XIII.A for related condition regarding Design Review modifications.**

II. SITE CONTEXT, HISTORY & DESCRIPTION

A. Site Context

The project site is composed of a single parcel after the approval of a recent Boundary Line Adjustment (BLA) 20-111234 LW that was formally recorded with King County Records and Elections with a recording number of 20201021900001. The intent of the BLA was to combine three parcels into one larger development parcel, this project site. Topography across the site slopes down from the northeast corner to the southwest corner from elevation 172 to elevation 153 with a 19 foot site differential. The site is bounded by NE 8th Street to the north, 106th Avenue NE to the west, and the Symetra Building to the east. An existing Barnes and Noble retail store to the south which is currently under development review consideration, the Onni Project (19-104024 LP and 19-104023 LD). The site contains two, two-story commercial buildings that will be demolished with this application.

This proposal is located within the Eastside Center District which is comprised of three smaller districts: Bellevue Square, City Center, and the Civic/Convention District. The importance of the Eastside Center District is that it is within walking distance of all of Downtown's key features. The submitted proposal of additional office and active uses within the Downtown-Office-01 land use classification will aid this envisioned connectivity within the Eastside Center District.



In addition to the above, the Comprehensive Plan designates 106th Avenue NE as a signature street with a focus towards the “Entertainment Avenue” within the downtown which supports the Eastside Center District (Policy S-DT-44). The proposal will provide plazas: one covered at the west building facade and the other at the northeast corner of the site. The provision of restaurants, shops and cafes will support an active pedestrian environment during the day and

after hours in fulfillment of this policy. See Section III below for further discussion regarding the building and site design.

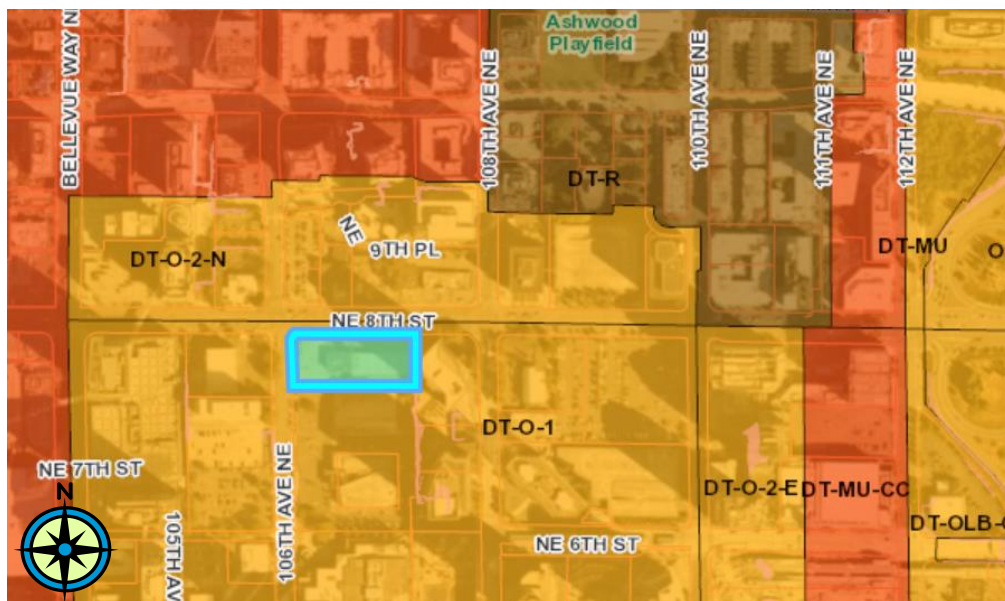
B. Site History

The site was previously owned by Sterling Realty Organization (SRO). During their ownership tenure they entered into a private agreement that defined future redevelopment limitations for the site. The agreement covered the following areas of site development and in some cases has provided for more extensive site requirements for this development than required by the Land Use Code. Any provisions that were required through this agreement are not enforceable by the City of Bellevue but where they do not conflict with the Land Use Code are able to be provided.

Specifically, the agreement considered the maximum office tower length, maximum building height, setbacks from property lines, access to and through the site, and construction easements. After review of the application Land Use staff noted that the requirements of the private agreement were more restrictive than the Land Use Code and the applicant was able to meet the obligations as relates to the private agreement and the code.

C. Zoning

The proposed office tower is located entirely within the Downtown-Office 1 (DT-O1) land use district. There are no noted concomitant agreements for this site.



III. SITE AND BUILDING DESIGN

Project Description

The proposal features a new office tower, outdoor open space, and retail uses at the northwest corner of 106th Avenue NE and NE 8th Street. The development is designed to be an important “entry portal” into the vibrant downtown core, and the “Entertainment Street” of 106th Avenue NE. The new building steps back on the street level at the intersection of NE 8th St and 106th Avenue NE to create a unique and activated corner drawing pedestrians and vehicles down 106th Avenue NE into the entertainment district. This creates a focused streetscape that

is enlivened by retail and other active uses. The significant public plaza at the northeast corner of the development fronting NE 8th Street, anchored by an outdoor landscape plan and activated by adjacent retail uses, is intended to complete the open space and pedestrian plan for the super-block by creating a pedestrian connection to the existing mid-block pedestrian connection at Symetra. The proposed plaza on NE 8th Street is designed at 3,088 square feet and is intended to provide a unique place of respite for residents, commuters, and downtown workers on what is otherwise a vehicle-oriented right-of-way of NE 8th Street.

On the south side, the project features a Woonerf. This shared Woonerf space will allow for a safe transition between vehicles, bicycles and pedestrians. This concourse features three main entrances – a shared pedestrian and bicycle entrance, vehicular parking garage entrance for 927 car stalls and a loading dock for building services.

Site Design



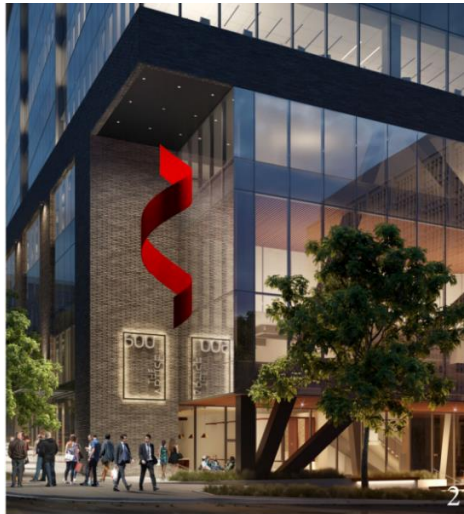
Site Plan with Proposed Active Use Areas (Shown in Purple)

The site design for this proposal showcases an active pedestrian experience that is connected by interwoven outdoor public spaces. There are three prominent site features that activate the ground plane: the covered plaza to the west, the northeast plaza which is noted as the “green room” and the Woonerf concourse located on the south. The covered plaza to the west features an enhanced public sidewalk along 106th Avenue NE which is intended to add to the entertainment street as noted in the Comprehensive Plan. The covered plaza will set back 25 to 27 feet from the build-to line in order to create a public amenity that will be attractive during inclement weather conditions.

The “green room” at the northeast corner of the site takes advantage of the site topography as it rises to the northeast – and creates a significant pedestrian entrance. This outdoor plaza

also contributes in the larger urban block to create mid-block connections, thus expanding the existing pedestrian networks created by the Symetra plaza.

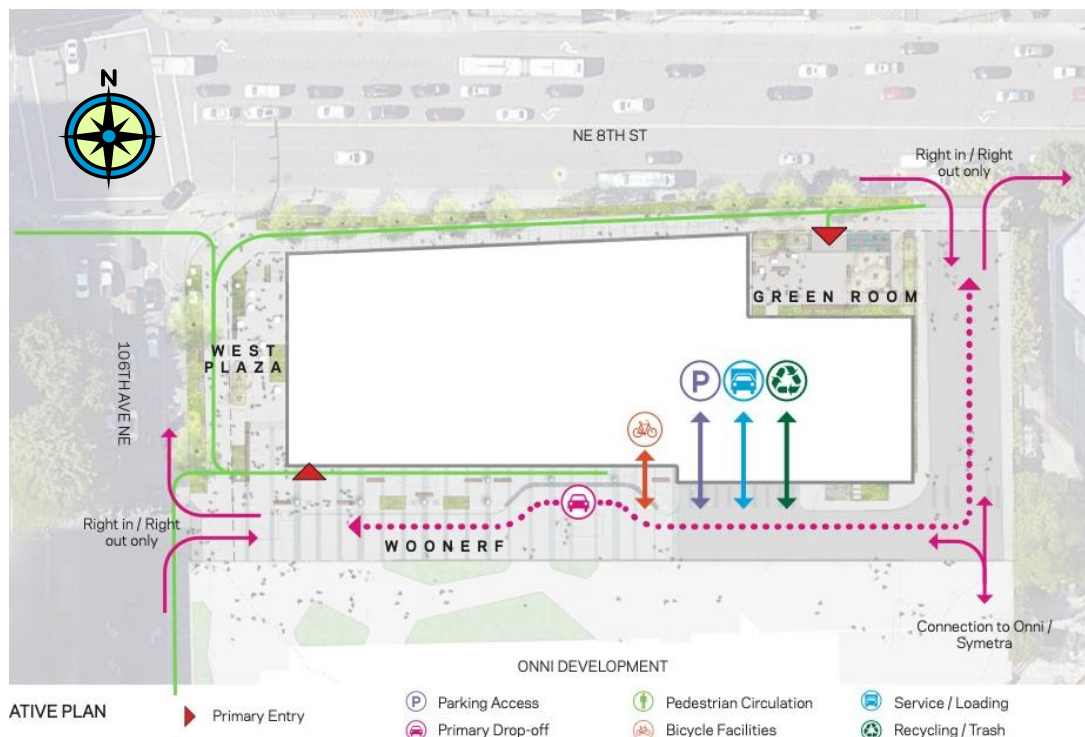
The Woonerf is an active concourse for vehicular and service traffic that seamlessly integrates pedestrians and bikes in a safe environment.



VIEW OF WEST PLAZA FROM NE 8/106

The architectural podium design expands into the intersection to create a unique gateway opportunity for the entertainment district. This corner feature creates opportunities for displaying art that integrates with the transparent interior space above street level as depicted in this graphic north of the west plaza at the intersection of NE 8th Street and 106th Avenue NE.

Parking/ Traffic Design



Site Plan Highlighting Traffic and Loading Patterns

All the vehicular access will arrive from north bound traffic along 106th Avenue NE or east bound traffic on NE 8th Street. This primary vehicular access to and from the site would provide a right-in, right-out driveway via 106th Avenue NE and a right-in, right-out driveway via NE 8th Street. A passenger loading area will be provided on the southeast corner of the building. This loading is located away from the street entrance. Access to the below grade parking and the loading dock is also provided on the south side of the building.

Parking

The project consists of 5.5 levels of below grade parking. The proposal will provide 927 parking stalls which will be accessed from the Woonerf located on the south side of the project. The parking entrance is designed to provide a generous queuing distance for outbound traffic – both along the Woonerf and the service alley to the east.

Service/Loading Design

Service and loading for all building uses are located in a common loading dock at grade along the south side of the tower. Loading access doors will remain closed when the dock is not in active use. The dock connects directly to the freight elevator. This dock is tucked away from both the arterial streets and provides flexibility for trucks leaving the dock.

Building Design & Exterior



Massing/Conceptual Design

The goal for the design is to create an elegant, timeless tower which is grounded in a vibrant pedestrian realm at its base. Transparency, texture, and scale are key precepts which will guide the look and feel of the most public aspects of the building design. Architecturally, the 25-story tower will be designed to achieve a memorable presence within the city. The glazed curtainwall and the 'Mega Grid' design element will act as a lantern and a beacon of light in the evening for the downtown. The artwork and building design will create a gateway to the entertainment street at 106th Avenue NE and the Grand Connection to the south.

Podium Design

At grade, the retail podium pulls back from the build-to-line at the intersection of NE 8th Street and 106th Avenue NE to create a lively, vibrant urban experience which draws the public into the site and retail spaces with the use of complementary paving. The streetscape design is an extension of a unified, cohesive pedestrian experience with the adjacent Onni development providing access to the Grand Connection.

Tower Design

The tower features a glass curtainwall that integrates a subtle 'Mega Grid' design element that can be backlit at night for further architectural interest. The tower curtainwall uses high performance glazing to reduce energy while increasing transparency. In addition, the tower includes operable windows that allow tenants greater flexibility for control and adds a level of detail to the exterior.

Pedestrian Level and Plaza



Northeast Plaza, aka the “Green Room Along NE 8th Street

Along NE 8th Street, the project provides an open space plaza at the through-block location. This plaza is intended to provide primary entry into the public spaces within the tower that will be used by tenants, visitors and retail customers arriving from the north and east direction. There is a strong pedestrian flow to this entry from the transit center through the Symetra Plaza as well as along the public right of way of NE 8th Street. The green room is a framed open space with a large green screen wall to the south of the plaza, a pedestrian scale green screen at its east boundary to mask vehicular entry at this location into the superblock. The plaza contains an accessible entry that turns into a grand stairway and planter along the sidewalk edge.

The plaza will contain a central water feature that will further activate the open space along with a two-tiered seat step against the building at its south boundary. The south green screen wall is envisioned to provide permanent public seating where the public can sit and enjoy the water feature. Active uses along NE 8th Street will enhance the plaza and offer a spill out area for these users.

Rooftop Design



View of South Building Façade and Roof Top

This proposal has been designed to be comprised of a distinct base, middle and top massing. The base consists of a brick podium that grounds the tower. The top of the tower steps back to help scale the tower. Further, any exposed rooftop mechanical equipment is screened and scaled back to maximize sightlines beyond the tower. The brick also provides texture and scale for the pedestrian experience. The tower features a 'Mega Grid' design element along with a transparent curtainwall glazing. The Mega Grid also features a subtle lighting design that leads the eye to the top of the structure. To ensure that the "Mega Grid" and all other site lighting is complementary to adjacent uses, the applicant will need to ensure that this lighting is dimmable. **Refer to Section XIII.D for condition regarding Site and Building Lighting.**

IV. CONSISTENCY WITH LAND USE CODE/ZONING REQUIREMENTS

A. General Provisions of the Land Use Code

1. Use

Uses in Downtown are regulated by LUC 20.25A.050 (Land Use Charts). The proposed uses are all permitted:

- Office
- Parking
- Personal Services
- Eating and Drinking Establishments

2. Dimensional Requirements

All applicable dimensional requirements of the LUC will be met. Refer to the following chart for specific information, as well as Conditions of Approval and attached project plans.

Dimensional Requirements Chart

Item	Permitted/Required	Proposed	Comments/Conditions
Project Limit	No minimum	63,675 square foot - (1.46 acre)	Meets LUC requirement.
Building Height *Maximum FAR achievable only through participation in Amenity Incentive System – Nonresidential Building	Base: 345' Max: 600 ft. w/Mechanical Equipment	324'-7" / 352'-5" w/Mechanical Equipment	Meets LUC requirement LUC 20.25A.060.A.4 Below Base Building Height Refer to Table 4: FAR Amenities below
Trigger Height for Additional Height	Trigger Height = 345'	Building Height: 324'-7" = 0' above trigger	Meets LUC requirement LUC 20.25A. *No floor plates are above "Trigger Height"
Maximum Lot Coverage	100%	100%	Meets LUC requirement. LUC 20.25A.060.A.4
Floor Area Ratio (FAR) *Max. FAR achievable only by participation in Amenity Incentive System.	Base: 7.2 (458,460 GFA) Max: 8.0* (509,400 GFA)	508,185, 7.98 FAR proposed	Meets LUC requirement. LUC 20.25A.060.A.4 LUC 20.50.020 Refer to detailed discussion in Section IV.B below.
Maximum Floor Plate Above 40 Feet	24,000 gsf/f	22,885 gsf/f	Meets LUC requirement. LUC 20.25A.060.A.4
Maximum Floor Plate Above 80 Feet	24,000 gsf/f	22,885 gsf/f	Meets LUC requirement. LUC 20.25A.060.A.4
Minimum Tower Setback from Interior Property Lines above 80 feet if the Building Exceeds 100 feet	20 ft. *External decks and balconies are allowed within this 20 feet with Director approval.	South Property Line: 75' East Property Line: 158'-10".	Meets LUC requirement. LUC 20.25A.060.A.4
Building STEPBACK on NE 8th Street	20 ft.	4 to 6 foot stepback provided	Modifications to stepback due to private agreements noted in Section II and realignment of NE 8 th Street as required by the

			Transportation Department.
Exemption for Ground-Level Active Uses	Active uses meeting "A" rights-of-way up to 1.0 FAR = 63,675 SF	6,188 SF = 1.0 FAR	Meets LUC 20.25A.070.C.1 Refer to Section VI.1 and 4 for how the project meets the criteria for exempt active uses.
Refuse & Recycling: (Nonresidential)	Office: 2 SF/1,000 SF = 886 Sf Retail: 5 SF/1,000 SF = 30.8 SF Total = 917 SF Office SF: 434,077 SF Retail SF: 6,188 SF	1,723 SF	Meets LUC requirement. LUC 20.20.725. Republic Services reviewed the plans and provided written approval of the proposal. See Sheet GI-008 for approval letter from Republic Services.
Sidewalk Width	NE 8 th Street: 16.5 FT (including 11FT wide clear sidewalk, 5-FT wide planting strip & 6" curb) 106 TH Avenue NE: 20.5 FT (including 15 FT wide clear sidewalk, 5-FT wide tree pits & 6" curb	NE 8 th Street: 16.5 FT (including 11FT wide clear sidewalk, 5-FT wide planting strip & 6" curb) 106 TH Avenue NE: 20.5 FT (including 15 FT wide clear sidewalk, 5-FT wide planter strip & 6" curb	Meets LUC requirements. LUC 20.25A.090
Landscaping - Street Tree Caliper & Species	<u>Street Trees:</u> NE 8 TH Street: Pac Sunset Maple: Acer truncatum x platanoides 'Warrenred' 106 th Avenue NE: Elm: Ulmus Americana 'Jefferson'	<u>Street Trees:</u> NE 8 th Street: Pac Sunset Maple: Acer truncatum x platanoides 'Warrenred' This project will be required to provide the appropriate soil volume for all trees on-site and within streetscape planters for new and retained trees to thrive post construction	As conditioned, meets LUC requirements. LUC 20.25A.110.A.1 <u>Refer to Section XIII.B for related condition regarding soil volume in Section IV.F below.</u>

3. Parking and Loading Requirements

Table 2: PARKING & LOADING REQUIREMENTS

Item	Required	Proposed	Comments/ Conditions
Office: 443,077 NSF	Min. 2/1000 NSF: $443,077/1000 \times 2 = 886$ Stalls Max. 2.7/1000 NSF: $443,077/1000 \times 2 = 1,196$ Stalls	Proposed: 927 Stalls	Meets LUC requirement. LUC 20.25A.080 by providing 41 parking stalls beyond the LUC minimum.
Retail in a Mixed Use: 3,079NSF	Min. 0/1000 NSF: 0 Stalls Max. 3.3/1,000 NSF: $3,079/1000 \times 3.3 = 10$ Stalls	0	See Section XIII.D. for related condition for allocation of parking.
Restaurant: 3,109NSF	Min. 0/1000 NSF: 0 Stalls Max. 15/1,000 NSF: $3109/1000 \times 3.3 = 10$ Stalls	0	Section XIII.D. for related condition for allocation of parking.
Compact Stalls	Up to 65% of required parking stalls may be compact.	65% (601 stalls) ($601/927 = 65\%$)	Meets requirement with Administrative Departure. Refer to Section VI.2 below for conformance with LUC 20.25A.080.F.2
Bicycle Parking	Interior: One space per 10,000 NSF: $444,313 / 10000 \times 1 = 44$ Bicycle Stalls (Interior) Exterior: 16 Bicycle Stall $280/10 = 28$ stalls	296 Bicycle Stalls Provided 100% Covered Stalls 18 Exterior Stalls Provided	Meets LUC 20.25A.080.G
Loading Area	10 FT wide x 50 FT long (Director may reduce required stall and maneuvering length based on the criteria found in LUC 20.20.590.K.4.b.ii)	10 FT wide x 45.5 FT long	Meets LUC requirement. The applicant has demonstrated that anticipated delivery vehicles have been accommodated.

B. Special Requirements Floor Area Ratio (FAR) and Amenity Incentive System Requirements

1. Amenity Incentive System Calculations

a. FAR Exemption and Ground Level Active Uses

- Each square foot of ground level floor area of active uses that satisfies the requirements of LUC 20.25A.020.A and complies with the design guidelines contained in LUC 20.25A.170.B.1 for “Pedestrian Corridor/High Streets – “A” Rights-of-Way” shall be eligible for an exemption from calculation of the floor area of up to 1.0 FAR per LUC 20.25A.070.C.1.a.
- The applicant is proposing **6,188** total gross square feet for restaurants and retail shops that meet the requirements to be considered exempt active uses. Therefore, **6,188** total gross square feet may be exempted from the overall gross floor area for FAR for the project. Exempt ground level active uses must meet the definition of active use and the proposal must provide weather protection, points of interest, and transparency. Refer to Section VI below regarding the applicable departure criteria.
- See project plan sheets **GI003A, GI-006 and GI-007** for further information and Attachment B for FAR and Amenity Calculations.

b. Amenity Incentive System Calculations

FAR – DNTN- O1

Site Area: **63,675 SF**

(63,323,55 SITE AREA + 351.45 NE 8TH ROW Dedication) See Section II.B for discussion of Dedication.

Base FAR: **458,460 (7.2 FAR = 63,675*7.2)**

Max FAR: **509,400 (8.0 FAR = 63,675*8)**

GFA for FAR: **514,373 GFA** (excludes parking & mechanical areas)

Exempt GFA: **6,188 GFA** (Ground Level Active Uses)

Final GFA for FAR: 508,185 GFA < 509,400 (8.0 FAR)

Base FAR/Proposed FAR Above Base:

Base FAR = **7.2 (63,675 x 7.2 = 458,460)**

Proposed FAR: **7.98 FAR (508,185 divided by 63,675 = 7.98)**

FAR above the Base FAR: **49,725 GFA (508,185 – 458,460)**

Base Building Height/Proposed Building Height Above Base:

Base Building Height: **345 feet**

Proposed Building Height: **324.58 feet**

Proposed Area Above Base Height: **0 GSF**

Amenity Point Requirement Calculations:

- FAR over Base FAR up to Max 8.0 FAR = **49,725 GFA**

Amenity Points Needed: **49,725**

Per LUC 20.25A.070.D.2.a, the applicant is required to provide the greater of the floor area above Base FAR, OR the floor area above Base Building Height divided by two. Therefore, the applicant must provide **49,725** amenity points. **See Sheets GI-006 and GI-041 – GI-044** for FAR Compliance.

FAR Amenity Points to Earn: 49,725

FAR Amenity Points Provided: 50,776

Amenity Proposed	Amenity Ratio	SF. Amenity Provided	\$ Value Amenity Provided	Amenity Points Earned
Outdoor Plaza	9.3:1	3,088		28,718.4
Improvement of Public Park Property	45:1000		58000	2,610.0
Enhanced Streetscape	7.0:1	959		6,713.0
Sustainability Certification	0.2 FAR			12,735.0
Total		4,047	\$58,000	50,776.4

Of the amenities proposed above, the applicant has been working with the Parks Department regarding the improvement of public park property. As a condition of this approval, the applicant will need to either provide a bond or complete the required improvements identified by the Parks Department in the amount valued above. **See Section XIII.D for related condition of approval for Improvement to Public Park Property.**

c. Recording

Subject to LUC 20.25A.070.E, the total amount of bonus floor area earned through the Amenity Incentive System for a project (**4,047** square feet earned and used onsite), and the amount of bonus floor area to be utilized on site for that project shall be recorded with the King County Recorder's Office, or its successor agency. A copy of the recorded document shall be provided to the Director. Therefore, a condition is included in Section XIII.D of this report requiring that the applicant record a copy of the approved bonus point calculations, project drawings (sheets GI-004, GI-006, GI-041-44 and LS0.02) and conditions of this Design Review approval. **See Section XIII.D for related condition regarding bonus system and exempt retail recording.**

C. Outdoor Plaza Space:

As noted above, the proposed tower has been designed below the base trigger height of 345 feet. This means that the proposal is not required to provide 10% of the site area in open space per LUC 20.25A.075.A. However, despite being exempt from this standard, SWB Bellevue II, LLC has chosen to provide an outdoor plaza that the applicant has labeled its "green room" at the northeast corner of the site to create pedestrian connections to NE 8th Street and spill out area and will be receiving FAR amenity points for this plaza. The placement of an outdoor plaza space in this location will frame the required north/south mid-block connection that will allow

pedestrian movement within the superblock to NE 8th Street. It also supports the existing pedestrian connection to the Symetra Tower's open space plaza to the west.

The proposed plaza has been designed to provide primary entry to the tower for pedestrians traveling south or north from within the super block. The plaza will contain a green wall at its south boundary adjacent to the podium and along its east boundary to shield users from the proposed vehicular access to NE 8th Street. The plaza will create a strong presence on NE 8th Street via use of a low-rise staircase that will be framed by vegetation to the west and a water feature to the east. Moveable and permanent seating will be placed throughout the plaza. Lastly, the area will contain landscaping with overstory and understory materials that will soften the hardscape of plaza.



VIEW OF NORTH EAST PLAZA



View North of Covered Plaza at West elevation

are proposed adjacent to these plaza spaces, the applicant will be required to protect them from unwanted odors from commercial exhaust. Such exhaust should not vent to these areas. **See Section XIII.C for related condition for commercial venting.**

In addition to the open air plaza, this proposal will also include a covered plaza to the west of the building along 106th Avenue NE. The covered plaza creates diversity for active space users as there will be choices for either an open or weather protected space that can be used year-round. The covered plaza is also an enhancement to 106th Avenue NE which is designated an “Entertainment Street” by the Comprehensive Plan. The placement of the covered plaza in this location potentially will be a destination for pedestrians who may seek this space because it is protected during inclement weather. Because active uses

D. Through Block Pedestrian Connections (LUC 20.25A.160)

Through-block pedestrian connections provide an opportunity for increased pedestrian movement through superblocks in Downtown and help reduce the scale of the superblocks. This project is required to provide a north-south through-block pedestrian connection along its eastern property boundary. It will also provide a new vehicular ingress/egress to NE 8th Street. See Section VIII.E, Transportation for further discussion regarding the new north-south connector road. This connection will continue south through the proposed Onni development proposal to the pedestrian connection directly south of this project which then allows east/west pedestrian connections as noted below:

Required North/South Through Block Connector



Although this proposal does not have a requirement for an east/west pedestrian connection, SWB Bellevue II, LLC is providing a Woonerf style vehicular connection that will act as the primary vehicular entry into the building. It will contain enhanced pedestrian connections that will allow connectively to the north/south pedestrian connection east of this building within the superblock. Vehicular access to the underground parking garage and loading dock will take place at the southeast corner of the building. The south side of the building has been designed to contain exposed bracing that will create an overhang area adjacent to the building to create weather protection for pedestrians along with seating. Landscaping will be provided as well to enhance and soften the Woonerf as shown below:

North/South Through Block Connection



The design of the subject site's through-block pedestrian connections meets the intent of the design guidelines specified in LUC 20.25A.160.D.4, including pedestrian-scaled lighting, landscaping, trees, high-quality durable materials, and seating areas. It complies with the Americans with Disabilities Act (ADA) to provide fully accessible connections. Per LUC 20.25A.160.D.3.c and d, the through-block pedestrian connection is required to be open to the public 24 hours a day, and owners of the property are required to execute a legal agreement providing that such property is subject to a nonexclusive right of pedestrian use and access by the public during hours of operation. In addition, directional signage shall identify circulation routes for all users and state the hours that the space is accessible to the public.

Refer to Section XIII.D for related condition regarding Signage for Public Access and Right of Pedestrian Usage.

E. Green and Sustainability Factor (LUC 20.25A.120)

- The site requires a Green and Sustainability Factor score of 0.3 per LUC 20.25A.120. The proposal provides a score of 0.301. See Sheet LS9.00 for the Green and Sustainability Factor Worksheet and accompanying diagrams.
- The project achieves the required score by providing:
 - Landscaped areas with overstory and understory vegetation in the following areas:
 - NE 8th Street planter strip – 5 feet
 - 106th Avenue NE planter strip – 8 feet
 - Woonerf pedestrian/vehicular connection
 - Plaza areas at northeast corner and west elevation
 - Level 5, unoccupied roof terrace

- Provision for bio-retention facilities at the ground level
- Native or drought-tolerant plants.
- Public bike racks. (18)

F. Landscaping/Soil Volume

- SWD Bellevue II, LLC is providing the required minimum right-of-way width of 16-feet for NE 8th Street by providing 11-feet of sidewalk and 5-feet for a planter. The applicant proposes to add seating at various intervals of this right-of-way in support of the active uses planned in these locations similar to those located within the right-of-way of Bellevue Way.
- Unlike NE 8th Street, LUC 20.25A.090.1 requires a 20-feet of right of way along 106th Avenue NE as it is designated an “Entertainment Street” per the Comprehensive Plan. The applicant has complied with this requirement by providing an 8-foot planter strip and a 12-foot sidewalk. The applicant has chosen to provide an 8-foot planter strip rather than the tree pits as required by LUC 20.25A.090.A.1, Plate A on 106th Avenue NE to reduce the opportunity for rideshare drop offs at this intersection.
- Pet relief areas are included within the northeast corner of the planter strip on NE 8th Street and the southeast corner of the building to confine these activities to these specific locations to protect the installed landscaping from damage by pet usage. **Refer to Section XIII.B for related condition regarding pet relief areas.**
- Overstory and understory landscaping is being provided along NE 8th Street, 106th Avenue NE and the Woonerf.
- Soil Volume: To ensure that all new trees and retained trees thrive in an urban environment, enough soil must be provided to ensure large healthy shade trees can succeed long term without damaging adjacent hardscapes as demonstrated on Sheet LS5.20. The City of Bellevue Parks Department Environmental Best Management Practices and Design Standards Manual specifies the amount of soil volume and the method for calculating the appropriate volume for small, medium and large trees in urban environments. This project will be required to provide the appropriate soil volume for all trees on-site and within streetscape planters new and retained trees to thrive post construction. **Refer to Section XIII.B for condition regarding soil volume.**
- Landscaping sheets LS0.02 through LS9.00 demonstrates compliance with the full requirements of the LUC for landscaping that will be provided throughout this site. **See Section XIII.D for related conditions regarding landscape installation assurance device, landscape maintenance device, planting in right-of-way/streetscape, and planting strip/right-of-way irrigation.**

V. Downtown Design Guidelines (LUC 20.25A.140-180)

Downtown Design Guidelines

SWB Bellevue II, LLC has met the intent of the Downtown Design Guidelines, as summarized below. Refer to Attachment C: Downtown Design Guidelines for additional detailed information regarding how the proposal has met each applicable Downtown Design Guidelines.

1. Context (LUC 20.25A.150)

The proposal has met the intent of each item in the Context section of the design guidelines. More specifically, the proposal will include the following:

- The project will enhance the entrance into the Eastside Center District subarea of the Downtown in conformance with the recently amended Comprehensive Plan policies of 2018. Development of this proposal will establish a 25-story office tower in this location that will be similar to the adjacent Symetra Building and the proposed Skanska project located north of NE 8th Street. However, it will be substantially lower than the proposed Onni development project to the south in this superblock.
- The project aims to mimic the scale and style of the surrounding buildings such as the Symetra Tower to the East. This proposal, in general, is proposed to be constructed to the build-to line with exceptions for the noted plaza areas. See Section VI for further discussion. With its four-story podium and recessed tower at Level 5 due to existing private agreements to the east, creates a unique building form for this vicinity of the downtown. Because the structure is at the build-to line, weather protection will be available to pedestrians utilizing both NE 8th Street and 106th Avenue NE over the public right-of-way.

Placement of the primary vehicular access for this proposal at the southeast corner of the building will hide these back of house activities from NE 8th Street and 106th Avenue NE via the proposed Woonerf. The new north-south connecting road will provide an enhanced through-block pedestrian connection that will connect to this east/west connection via the Woonerf while also encouraging pedestrian movement to and through the superblock. Vehicular access will be right in and out to NE 8th Street.

- The project fronts along NE 8th Street and 106th Avenue NE and is approximately a half-mile from the Downtown Transit Center and the future light rail station to be located at City Hall as well as bus routes.
- The project provides a publicly accessible plaza that is framed with active uses at the podium level of the tower along with weather protection. Although not required, the purpose of this plaza is to provide a “green room” to encourage patrons to spill out into this space to active this area of NE 8th Street while framing the through block connection to the east. The plaza’s placement at the location will create a respite area as well for pedestrians moving to and through the superblock. Lastly, the covered plaza proposed for the western portion of the building, will provide patrons with an alternative plaza choice during inclement weather conditions while allowing usage year round.
- The character of Downtown Bellevue is enhanced by the addition of this office tower to the Downtown skyline. The form of the tower will be unique in that it has been designed with a four story podium on NE 8th Street and 106th Avenue NE with a recessed tower above Level 5. The podium recesses back from the build-to line for the placement of the open space but adds visual interest for the pedestrian as it frames the space to the south. Additionally, along the western and south building facades, the applicant is providing glimpses of the tower’s bracing system as it frames the covered open space and Woonerf respectively. The proposed design will complement the Symetra Tower to the East as shown below:



Compatibility to Adjacent Towers

- Both the covered and open public plazas are highly visible from NE 8th Street and 108th Avenue NE – particularly from public sidewalks. Seating, lighting, and landscaping make it a quality space for enjoyment by all who work and live in Downtown.

2. Site Organization (LUC 20.25A.160)

The proposal has met the intent of each item in the Site Organization section of the design guidelines. More specifically, the proposal will include the following:

- Access is provided to the site from the Woonerf located south of the building with the garage entry and loading dock both located at the southeast corner of the building.
- Direct pedestrian access is provided to both NE 8th Street and 106th Avenue NE.
- A north-south through-block pedestrian connection has been provided at the eastern portion of the site as required by the LUC and private agreements. This additional access will allow a right-in and right-out ingress and egress for vehicles exiting north directly to NE 8th Street.
- Site servicing and parking entry/exiting to the garage will be consolidated at the southeast portion of the site. By their placement, all loading functions are located out of the public realm, while all parking is located below grade.
- Passenger and guest loading are provided on-site in a curbside loading zone along the south portion of the site on the Woonerf. It has been sized to accommodate both private shuttles (if a future tenant needs them) as well as short term delivery and vehicular pick-up/drop-off (Uber/Lyft, etc.)
- Pedestrian access through the site is available to all and consistent with the Americans with Disabilities Act (ADA) through both plazas, the north/south through block connector and Woonerf which allow pedestrian connection to and through the site.
- The project includes both public and private bicycle parking, with 18 racks publicly accessible in both plazas and the Woonerf. Bicycle parking is also located on

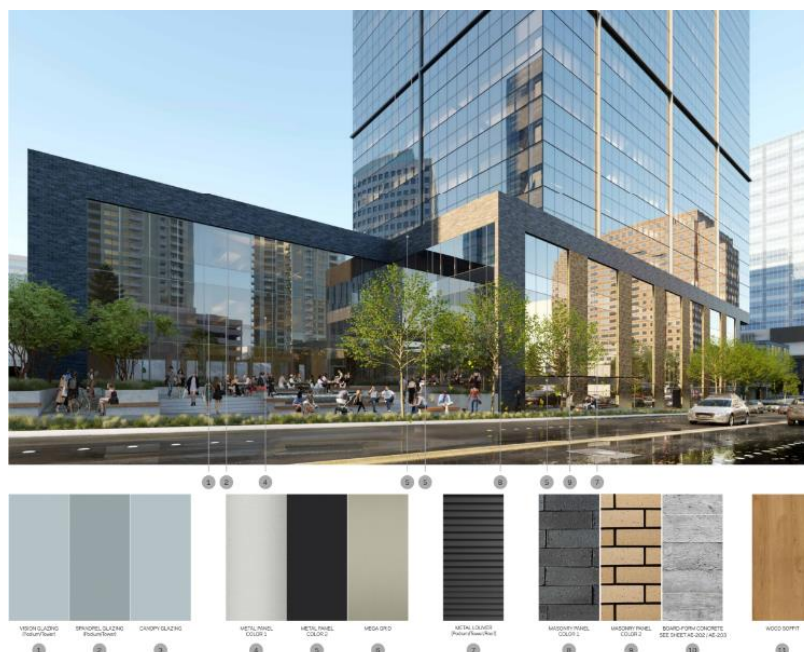
Level 1 near the south vestibule as shown on Sheet E-101. Additionally, a bike repair area along with shower lockers are located north of the elevator core on this level.

- Building entries have been provided on each street frontage and the Woonerf. All entrances to the tower and active uses at ground level will be clearly defined, visible and accessible from the sidewalk.

3. Streetscape and Public Realm (LUC 20.25A.170)

The proposal has met the intent of each item in the Streetscape and Public Realm section of the design guidelines. More specifically, the proposal will provide the following:

- The ground floor uses along NE 8th Street are 77% transparent with 100% active use. The ground floor uses along 106th Avenue NE have been located 25 to 27 feet back from 106th Avenue NE so that a covered plaza area may be located adjacent to these uses as a spill out area. See Section VI below for the administrative departure request for active use departure due to presence of the covered plaza along 106th Avenue NE.
- SWB Bellevue II, LLC has provided 84% weather protection on NE 8th Street and 75.6% on 106th Avenue NE at the podium level of the tower. The proposed weather protection canopies will be constructed of durable materials and will be coordinated with the building design. Additionally, because of the topographical changes throughout the site, the weather protection on NE 8th Street will be stepped so that it complies with the maximum height of 12 feet as shown on Sheets AE-102, AE-201 and GI-007.
- The project employs a variety of materials, colors and forms with special attention paid to material compatibility to create visual interest and aesthetic appeal in the pedestrian environment as noted on Sheets GI-022A and GI-022B, and the submitted color and materials board as shown below:



- The project includes two plazas. The plaza located at the northeast corner of the building has been characterized as the “green room” as it has been designed with green screens, water feature and landscaping. The intent of this space is to create a spill out space in support of the active uses that will be located at this portion of the building. Similarly, the covered plaza located at the west building façade will provide year round spill out space for users of the active uses proposed in this area.
- Comfortable places to sit and rest, surrounded by landscape and/or pedestrian activity, are provided in the public plaza which includes both fixed and flexible seating.
- The project’s lighting strategy relies heavily on the highlighting of objects and surfaces while minimizing the visual impact of the luminaires themselves. At each building façade, a “mega grid” of lighted mullions will be softly illuminated to continue to define the architectural elements of the structure at night. The proposed lighting system as shown on Sheets AL101 to AL117 lends itself to being compatible with the surrounding neighborhood, accentuating the unique building and landscape architecture.
- All proposed signage will coordinate with architectural finishes as noted on Sheets AG001 to AG004. The applicant will be required to apply for a separate sign permit application to receive formal approval for the proposed signage shown on these pages. **See Section XIII.E for related condition regarding signage.**
- The project includes vehicular access via the Woonerf to a below grade parking garage at the southwest corner of the site. Vehicle exiting may occur to either NE 8th Street or 106th Avenue NE with a right in and right out.
- Right-of-Way Designations provide design guidelines for the streetscape organized by Downtown streets. These guidelines are intended to provide activity, enclosure, and protection on the sidewalk for the pedestrian. Per LUC 20.25A.170.B, NE 8th Street is designated as a “C” right-of-way (Mixed Street), and 106th Avenue NE is designated as a “B” right-of-way (Commercial Street). However, because SWB Bellevue II, LLC has chosen to exempt the FAR for ground level active uses along both NE 8th and 106th Avenue NE, both streetscapes are required to be designed as an “A” rights-of-way (LUC 20.25A.070.C.1.a).

Pedestrian Corridor/High Streets – “A” rights-of-way:

The “A” rights-of-way have the highest orientation to pedestrians between the first level of the structure and the horizontal space between the structure and the curb line. This relationship shall emphasize both the physical and visual access into and from the structure, as well as the amenities and features of the outside pedestrian space. The following standards/guidelines are required for an “A” right-of-way streetscape design:

- Transparency = 75%; and
- Weather Protection = 75%, 6 feet deep; and
- Points of Interest = Every 30 linear feet of the façade; and
- Vehicular Parking = no surface or vehicle access between the sidewalk and main pedestrian entrance; and
- Street Wall = 100% of the street wall abutting the build-to line shall incorporate active uses.

The project meets each of the design criteria for “A” rights-of-way on both NE 8th Street and 106th with exception of transparency and street wall. See Section VI, Administrative Departures for further discussion regarding the departure requests for these elements.

4. Building Design (LUC 20.25A.180)

The proposal has met the intent of each item in the Building Design section of the design guidelines. More specifically, the proposal will include the following:

- At the ground plane along the building facade, visual transparency has been provided along NE 8th Street and 106th Avenue NE which will enhance the pedestrian connections to the building and the public sidewalk.
- Sheet AE-102 shows weather protection as proposed for NE 8th Street and 106th Avenue NE that will be composed of a metal canopy on these rights-of-way and the NE 8th Street plaza entry as noted Sheets AE201 and GI-022A.
- The project has been designed with a four-story podium at its east, north, and west building facades. However, to the south, the podium reduces to three-stories due to the topographic change across the site. The tower itself will be 25-stories and will complement the adjacent Symetra Building to the east.
- The proposed tower has been designed to complement existing development located within the superblock and existing development located to the east. It has been designed with attractive building materials at the podium level with a “mega grid” system of mullions that will offer soft lighting at night for continued architectural interest. The tower podium will also have translucent vision glass along with masonry columns to accentuate the podium to create interest at the pedestrian level. Additionally, the structure contains both an internal and external bracing system that lends visual interest at the ground plane on the west and south building facades. Each of the towers facades will be composed of a glass curtain wall with spandrel glass and mullions that create a “mega grid system”. In contrast to the proposed Onni project to the south which has been designed to the maximum building height of 600 feet under the LUC will potentially change the existing building heights within this superblock.
- A high priority is being placed on materials that meet environmental sustainability goals. The applicant intends to meet the amenity point requirements by pursuing LEED Gold certification as noted in Section IV.b, Amenity. Refer to sheet GI-006 for a breakdown of provided amenities for this proposal. **Refer to Section XIII.D for related Condition of Approval regarding Sustainability Certification.**
- A high level of transparency is provided at street level to ensure visual interest, safety, and the success of active uses at grade.
- Building entries are emphasized with architectural detail such as weather protection, canopies, lighting, signage, and environmental graphics. Multiple entrances at the street level for the podium, tower and amenity building are proposed. Art is also proposed at the northwest building entrance to further delineate building identification.
- Mechanical equipment is consolidated and screened at the roof level to prevent visual impact to adjacent residential towers as noted on Sheet AE-127 and AE-130.

VI. Administrative Departures

SWB Bellevue II, LLC has requested Administrative Departures to modify provisions of the LUC when strict application would result in a development that does not fully achieve the policy vision for the Downtown as articulated in the Comprehensive Plan and the Downtown Subarea Plan. SWB Bellevue II, LLC requested four administrative departures for this proposal.

- Build to Line Departure
- Compact Parking Departure
- Planter Strip Departure
- Active Uses Departure

Below is a discussion of each Departure request and how it has met the Departure decision criteria in LUC 20.25A.030.D.1.b. Refer to Attachment D for each of the applicant's Departure Requests.

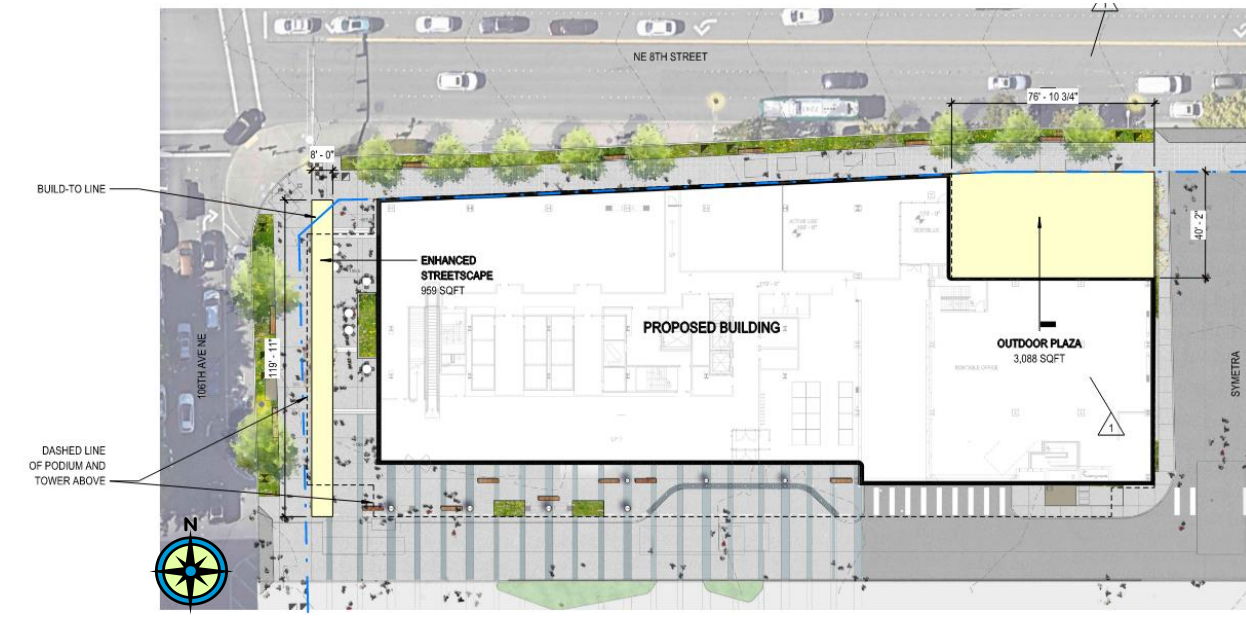
Applicable Decision Criteria for Administrative Departures:

1. **Build-To Line Departures:** SWB Bellevue II, LLC requests an administrative departure from LUC 20.25A.020.A (build-to line) in two locations: on NE 8th Street and on 106th Avenue NE. The LUC requires buildings to be constructed to the back of the required sidewalk on each street frontage. Departures may be granted to accommodate building modulation, enhanced streetscape areas, and open spaces. The two departure areas incorporate additional open space at the ground-level for pedestrians and streetscape activation, which is consistent with the LUC's intent for departures.

Build-to Line on NE 8th Street: The NE 8th Street departure is necessary to allow a portion of the office tower to recess back from the build-to line to provide a public plaza space. The plaza will be framed to the south by the towers podium and a green wall at its east boundary which is intended to screen the plaza from adjacent vehicular activity within the through block. Placement of the plaza in this central location will create spill out areas for active uses located adjacent to this plaza. Placement of the open space in this location provides high visibility along NE 8th Street to draw pedestrians into this public space.

Additionally, the applicant is proposing to set the north building façade back 6 inches to 9 inches in order to provide a continuous building line on NE 8th Street to avoid a "kink" in the building due to the required NE 8th Street channelization and realignments required by the Transportation Department. See images below of the build-to line as shown below in blue:

Build-To Line – 106th Avenue NE and NE 8th Street



Build-to Line on 106th Avenue NE: SWB Bellevue II, LLC requests an administrative departure from LUC 20.25A.020.A (build-to line) along the western portion of their building so that they may provide a covered plaza with an enhanced streetscape so that this amenity will be available for use year round in support of the active uses in this area. The build-to setback for this covered plaza will range from 25 feet to 27 feet north to south.

View North of Covered Plaza



- a. **The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and**

S-DT-01: Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.

S-DT-35: Create a pedestrian environment with a sense of activity, enclosure, and protection.

S-DT-40: Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatments as appropriate.

S-DT-99: Emphasize the street environment as a key component of the Downtown open space network.

UD-50: Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.

Response: The project, as designed, advances the policies above. Recessing both the west and northeast portion of the tower allows for a variety of plaza experiences on this site: one covered while the other is not but with optimal visibility to NE 8th Street. Placement of the plazas in these locations will encourage patrons to spill out into both spaces, which will have both moveable and permanent seating throughout along with enhanced landscaping to reduce the amount of impervious pavement in these locations. Additionally, users will have a choice in what amenity spaces they will use.

The project is consistent with UD-50 because although both the west and north east portions of the office tower have been recessed back from the build-to line, the proposed podium on NE 8th Street has been designed to hold the build-to line on NE 8th Street but for a very minor setback of 6 to 9 inches for approximately 74 feet so that a continuous building façade can be maintained due to the NE 8th Street channelization being required by Transportation. Both the podium and the recessed building façades on the west and east sides of the office tower will anchor and frame this space to provide visual interest to draw patrons to these plaza areas which is intended to enliven this area along NE 8th Street and 106th Avenue NE for the pedestrian.



b. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and

Response: The project will provide 146 feet of building façade at the build-to line on NE 8th Street while 150 feet of the office tower will be recessed back from the build-to line to allow placement of the northeast plaza along with the slight setback to accommodate the required NE 8th Street realignment required by Transportation. Alternatively, on the west elevation, the building façade will be set back from the build-to line from 25 to 27 feet north/south for 100 feet of this façade. The provision of both of these plazas will further enhance the active uses planned in these area of the office tower to create easily identifiable spaces for pedestrian use to attract them to these plazas.

The street-level design of this tower with the proposed recesses is consistent with the purpose and intent of the Land Use Code in order to provide activation of the pedestrian realm.

c. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and

Response: The build-to line departure for both rights-of-way provides the minimum setback from the build-to line necessary to support the placement of the required open space and covered plazas that have been designed to enhance the pedestrian environment. This supports the Comprehensive Plan and LUC intent for NE 8th Street and 106th Avenue NE as an “Entertainment Street”.

d. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; or

Response: The design provides the minimum building setback necessary to support publicly accessible spill out spaces that will enhance the streetscape along NE 8th Street and 106th Avenue NE. While not required, both spaces will enhance both streetscapes while providing spill out areas that will contain overstory and understory vegetation along with moveable and immovable seating areas.

e. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.

Response: Not applicable to any of the requested departures as this project does not have a Development Agreement.

2. Compact Parking Departure:

SWB Bellevue II, LLC requested an administrative departure from LUC 20.25A.080.F.2 (compact stalls). Applicants may design and construct up to 65% of required parking spaces in accordance with the dimensions for “compact” stalls if this ratio is approved through an administrative departure. The project proposes maximum amount at 65% compact stalls.

- a. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and**

S-DT-151: Encourage the joint use of parking and permit the limitation of parking supply.

EN-1: Balance the immediate and long-range environmental impacts of policy and regulatory decisions in the context of the City's commitment to provide for public safety, infrastructure, economic development, and other obligations.

Response: The project proposes to provide 927 parking stalls of which 65% will be compact parking stalls as noted on Sheet GI-004. Allowing the inclusion of this percent of compact stalls advances the noted policies above. Smaller stalls encourage smaller vehicles and associated reduced greenhouse gas emissions, which provides an appropriate balance between minimizing environmental impacts and providing appropriate project infrastructure. Increasing the number of compact stalls also allows for more efficient parking garage design with more stalls fit into the same area. This results in a reduced number of stalls which requires less building structure and less resources to construct.

- b. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and**

Response: The design is consistent with the intent of LUC 20.25A.080.F.2, which allows up to 65% of the stalls as compact through the Administrative Departure process. The project proposes the maximum at 65% compact stalls.

- c. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and**

Response: The design will provide the maximum amount of compact parking at 65%. This is the minimum necessary to achieve an efficient garage parking layout.

- d. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; or**

Response: Not applicable.

- e. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.**

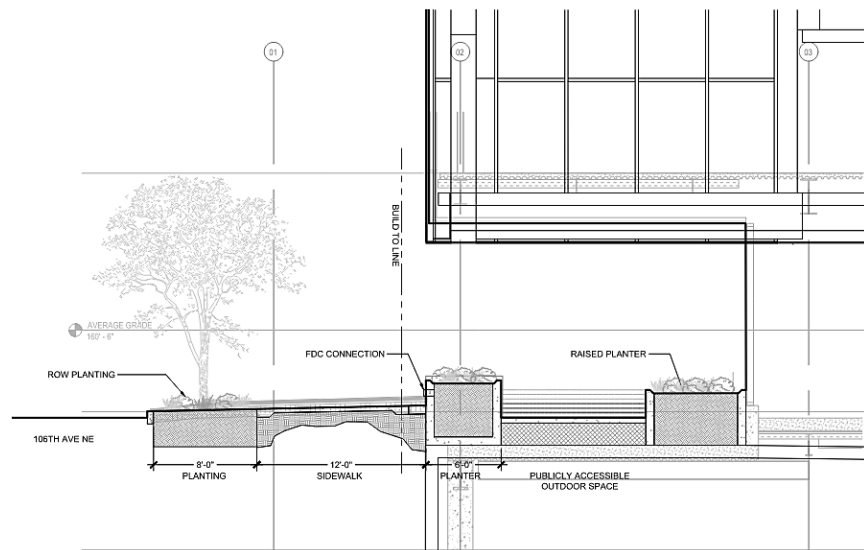
Response: Not applicable to any of the requested departures as this project does not have a Development Agreement.

3. Planter Strip in Lieu of Tree Pits Departure – 106th Avenue NE Which Includes Tree Spacing Modifications on NE 8th Street and 106th Avenue NE:

LUC 20.25A.090.1 requires a 12-foot sidewalk with 8-foot tree pits along 106th Avenue NE for a total of 20-feet. SWB Bellevue II, LLC however, is proposing to provide an 8-foot planter strip rather than the required tree pits on this right-of-way to discourage

rideshare drop-offs adjacent to the intersection of NE 8th Street and 106th Avenue NE. Lastly, LUC 20.25A.110 requires specific tree species and placement on 106th Avenue NE and NE 8th Street that the applicant seeks to modestly modify to avoid conflicts with required street improvements.

See image below of the proposed 106th Avenue NE planter strip.



Planter Strip—106th Avenue NE

- a. **The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and**

S-DT-39. Design and manage the Downtown streets to provide mobility and to promote a safe, attractive environment.

S-DT-40. Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatments as appropriate.

S-DT-41. Prioritize vehicular flow in the design and management of auto priority streets.

Response: The Comprehensive Plan supports the utilization of a full planter strip rather than tree pits to discourage curbside loading near the intersection of NE 8th Street and 106th Avenue NE as noted by the policies above. The primary vehicular access to underground parking garage will be located at the southeast corner of the structure from the proposed Woonerf. Additionally, the project will provide a separate, formalized passenger drop-off/ rideshare area west of this entrance. The rideshare/shuttle drop off zone will be approximately 80 feet length. It has a capacity to hold two to three passenger cars depending on the car types, or one to two shuttles/vans, or a bus. The provision of this formalized drop-off area along with the provision of a planter strip on 106^h Avenue NE should provide a safe environment for

both vehicular and pedestrian movement through the superblock while maintaining an attractive, landscaped street edge.

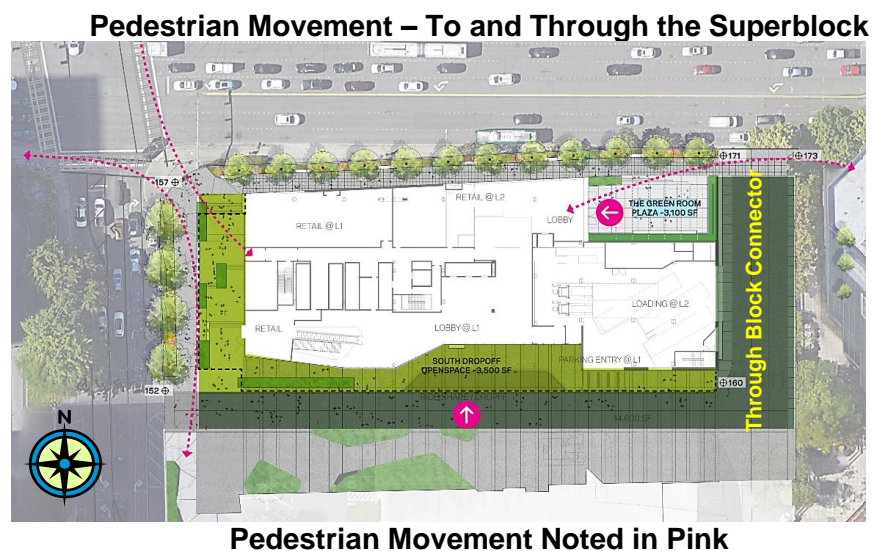
b. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and

Response: LUC 20.25A.170.A.3.b.v requires a project to “use trees, shrubs and plants to help define walkways, create transitions from open spaces to the street and provide visual interest”. Additionally, LUC 20.25A.110.A.3.a requires street trees for both NE 8th Street and 106th Avenue NE to be placed at 25 feet and 30 feet on center respectively. Although the street trees may be varied from these spacings to accommodate streetlight and utilities, the understory vegetation will be planted to a density that will enhance both these streetscapes – especially 106th Avenue NE to prevent rideshare drop off in this location.

Despite the slight variations in street tree placement, the proposed design shown above meets this requirement by providing a visual connection and porosity between the street and the sidewalk, which better define the space, while enhanced streetscape landscaping will ensure a lush landscaped streetscape environment than would have been realized with street trees in tree pits alone. Additionally, LUC 20.25A.160.B.1 states “the vitality and livability of Downtown is dependent on a safe, walkable environment that prioritizes pedestrian and reduces conflicts between pedestrians and other modes of transportation”.

c. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and

Response: The deviation from tree pits to a 5-foot planter strip is the minimum necessary to prevent rideshare activities from taking place near the intersection of NE 8th Street and 106th Avenue NE. This modification from tree pits to planter strip will provide continuity on this street frontage with the proposed Onni development to the south which is also proposing a 5-foot planter strip that will extend south to the pedestrian corridor.



- d. **Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; or**

Response: LUC 20.25A.090.B states that “the Director may approve a Departure for the location or size of tree pits and planter strips if the project is unable to meet the requirements due to utility placement or other obstructions that are out of the applicant’s control”. The proposed departure meets this standard because it proposes a planter strip in lieu of tree pits as contemplated by the LUC to discourage passenger drop-offs on 106th Avenue NE so that those activities will take place on the proposed Woonerf.

- e. **The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.**

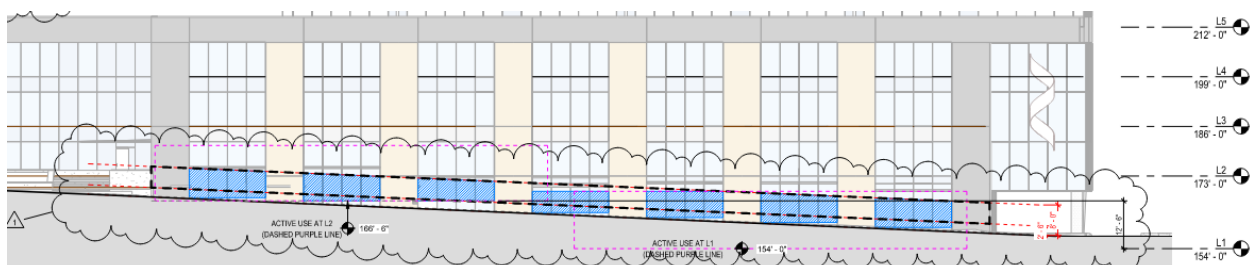
Response: Not applicable to any of the requested departures as this project does not have a Development Agreement.

4. **Active Use at the Build-to Line on NE 8th Street:**

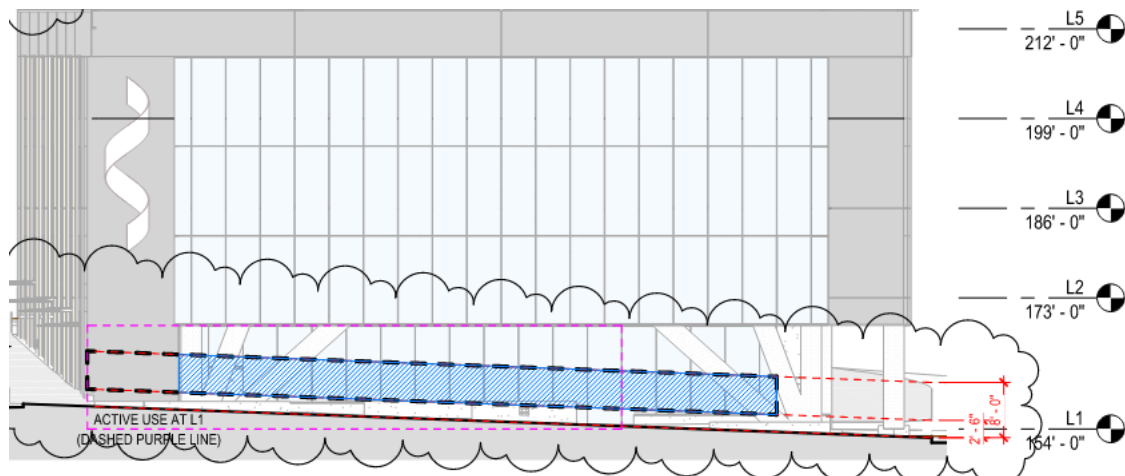
SWB Bellevue II, LLC requested an administrative departure from LUC 20.25A.170.B.1.b.v (percentage of active use for “A” right-of-way) that requires that the measurement for transparency adjacent to the sidewalk slope be measured from 30-inches to eight feet up from the sidewalk. SWB Bellevue II, LLC is proposing an alternative transparency measurement of 3-inches to eight feet up from the sidewalk so they can accommodate the precast panel extending to the ground plane instead of terminating above the proposed weather protection. The applicant proposes to extend the precast panels so that it creates visual interest, variation of materiality for an enhanced pedestrian experience while accentuating the verticality of the precast elements creating a base and podium for the building. Lastly, due to existing topographic conditions across this site, changing the measurement also provides continued pedestrian visibility into the proposed active uses as they walk east or west along NE 8th Street.

In addition to the above, SWB Bellevue II, LLC also requires this transparency departure because the exempt retail located along the west portion of the building because it is not located at the build-to line as described in Section VI.1 above due to the proposed covered plaza.

NE 8th Street Building Façade - Transparency Measurement



106th Avenue NE Building Façade – Transparency Measurement



- a. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and

UD-17: Support and encourage a variety of artwork in public places, such as parks, public buildings, and plazas.

UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.

S-DT-01: Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.

S-DT-99: Emphasize the street environment as a key component of the Downtown open space network

S-DT-103: Encourage developers to provide open space amenities accessible to the public such as mini-parks, plazas, rooftop gardens, and courtyards in private developments. Such amenities must be clearly identified and maintained for public use.

Response: The Comprehensive Plan goals and policies encourage active uses in Downtown Bellevue. The goals and policies also encourage open space amenities for pedestrians in the project's immediate surrounding area. The project advances these goals and policies by locating active use tenant spaces along NE 8th Street for that portion of the building that is at the build-to line. Regarding 106th Avenue NE, although the exempt active uses are not located at the back of public sidewalk, the applicant will provide a covered plaza along the western portion of the podium that will set the active uses 25 to 27 feet back from the build-to line. Despite not fulfilling this requirement in this location, obtaining a covered plaza that is useable year-round will provide diversity of space. Additionally, because of the streetscape requirements for 106th Avenue NE which is classified as an entertainment street as envisioned by the Comprehensive Plan will enhance the adjacent covered plaza with the required

streetscape requirements for an 8-foot planter and 12-foot sidewalk which will frame this plaza and potentially make it a focal point for pedestrians.

b. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and

Response: The design provides active use tenant spaces along a majority of NE 8th Street which provides a 77.3% transparency which is over the 75% minimum requirement. Regarding 106th Avenue NE, the proposed, exempt active uses are set 25 to 27 feet back from the build-to line which does not fully comply with the intent of LUC 20.25A.180.D.3; hence the requirement for this departure. Conversely, the active use spaces proposed on NE 8th Street are consistent with the purpose and intent of the LUC despite the slight change in measurement from 30" to 3" to eight feet to ensure transparency into the active use tenant spaces to "enhance visual interest, vitality, and increase safety for all." All active use store fronts shall be visible from the public sidewalk to enhance the pedestrian environment. Vision glass should be clear to allow continuous vision access into these spaces with exception for sun shading at seasonal times of the year. Blinds will need to be raised when the sun intensity has receded. **Refer to Section XIII.D for storefront glazing and vision glass.**

c. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and

Response: The active use departure provides the minimum necessary to accommodate the modification proposed by the applicant to measure transparency along both NE 8th Street and 106th Avenue NE due to the topographic changes across this site. By extending the precast panels to the ground plane and modifying the transparency measurement from 30-inches to 8-feet to 3-inches to 8-feet from the sidewalk provides visual interest for the traversing pedestrian walking east/west in the vicinity of this project. Lastly, setting the building 25 to 27 feet from the build-to line for the covered plaza adds open space diversity to the project by creating a covered gathering space that may be used year round. It is also the minimum setback necessary to create this diverse plaza area.

d. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; or

Response: Not applicable.

e. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.

Response: Not applicable to any of the requested departures as this project does not have a Development Agreement.

Finding: Given the above analysis for the requested departures following for:

- Build to Line Departure
- Compact Parking Departure
- Planter Strip Departure
- Active Uses Departure

The Director accepts and grants administrative approval for the identified departures noted in Attachment D as it fulfills the required decision criteria per LUC 25A.030.D.1.b.

VII. PUBLIC NOTICE AND COMMENT

Public Notice:

Application Date: June 8, 2020
Notice of Application Date: July 9, 2020
Minimum Comment Period: November 19, 2020
Public Meeting: November 19, 2020¹

Public Comment: To date, staff has received five emails from the public. One of the emails was from King County Metro which made comments regarding Route 240 layover south which will be moved temporarily during the two and half year construction period. SWB Bellevue II, LLC has met with King County Metro staff and Transportation Right-of-Way to arrive at a coordinated solution per email dated April 2, 2021.

Staff received one comment from Ina Tateuchi regarding Kemper Development Company's (KDC's) private helistop located at 10500 NE 8th Street, Bellevue, Washington. The Department is familiar with Ms. Tateuchi's complaints regarding KDC's private helistop, which was approved by the City through the adoption of Ordinance 6000 in 2011. Ms. Tateuchi lives next door to the helistop, and she has filed multiple lawsuits against the City challenging the City's original approval of the helistop and, more recently, seeking to revoke the City's approval of the helistop. However, the proposed height of the Artise (at 25 stories) is well below the 600 foot maximum building height of the D-01 land use district, and the proposed height is also consistent with and/or lower than the surrounding built environment. Ms. Tateuchi's comment on this project and her continued opposition to KDC's helistop does not change Ordinance 6000 or provide any basis for the City to deny or condition this project

The balance of the emails were received from commenters who reside in Washington Square Towers and Bellevue Towers. Those comments expressed concerns regarding existing and future traffic conditions as follows:

1. Cumulative impacts of both the Artise and the proposed Onni project to the south will impact traffic.

Response: The cumulative long term traffic impacts of the Artise project were analyzed through concurrency modeling, as shown in the Traffic Impact Analysis completed by

¹ The public meeting date for this project was delayed because of the closure of City Hall in March 2020 due to the presence of COVID-19.

TENW. Neither the maximum area-average levels of service nor the congestion allowances would be exceeded as a result of traffic generated from this proposal.

2. Vehicle impacts from 106th Avenue NE to traffic traveling south towards Bellevue Towers.

Response: The Artise development will not allow southbound left turns into the site on 106th Avenue NE. The driveway access on 106th Avenue NE will be restricted to right-in/right-out operation only. The impact from this development to southbound will be minimal.

3. Concerns regarding project coordination during construction between the Artise and the proposed Onni project.

Response: The Artise development will be required to submit traffic control and lane closure plans to the city under a right of way permit. The concern of potential construction impacts has been communicated with the Right of Way reviewer and will be taken into consideration when approving traffic control and lane closure plans for each development.

Additionally, the file contains the final Transportation Impact Analysis (TIA) as submitted by TENW January 12, 2021.

City Held Public Meeting:

The City held one public meeting on November 19, 2020. One individual attended this meeting along with City staff and the applicant's review team. SWB Bellevue II, LLC design team presented a PowerPoint to explain the details of the project. General questions were asked regarding transportation impacts and coordination with the proposed Onni project to the south, project schedule, planned active uses such as retail and restaurant uses, and the City's noise code.

VIII. TECHNICAL REVIEW

A. Utility Department

Water

The site currently has existing ¾", 1" and 2" meters. A ROW irrigation meter is required. All meters will come off the main in 106th Ave NE. There is proposed 1.5" on-site irrigation meter, 2" ROW irrigation meter and 6" domestic water meter. The existing meters may be reused. All meters that will be abandoned must be abandoned back to the water main.

Sewer

The existing sewer service comes of the 8" concrete sewer main in 106th Ave NE. A new 8" sewer tap to a new sewer manhole on the existing 18" VC sewer main is proposed. If the existing sewer service is not reused, it must be abandoned back to the main. If the first floor contains retail food preparation, regardless of size, a grease interceptor is required. A separate building connection will be required to the grease interceptor. The existing connection may be used for the retail portion if it is good for reuse.

Surface Water

The project triggers minimum requirements 1-9. Minimum requirement #6, water quality is required as there are more than 5,000 square feet of pollution generating hard surfaces. Four water quality facilities are proposed on-site. Detention is not required as the site is located within the "No Detention Zone" limits. The project will collect all stormwater and discharge runoff at the southwest corner of the site to an existing manhole in 106th Ave NE. **See Section XIII.A for condition regarding utilities/conceptual approval.**

B. Clear and Grade Department

The clearing and grading reviewer has reviewed the plans and materials submitted for this project and has approved the clearing and grading portion of the design review application. Approval of this design review does not constitute an approval of any construction permit. An application for a clearing and grading permit must be submitted and approved before construction can begin. Plans submitted as part of any permit application for this project shall be consistent with the activity permitted under this approval and must comply with the City of Bellevue Clearing and Grading Code (BCC 23.76). **See Section XIII.B for condition regarding clearing and grading permit.**

C. Fire Department

The Fire Department has reviewed this application. The proposal generally conforms to the Fire Code requirements for site circulation and access. Final review and approval will occur through the associated building permits for this proposal.

D. Building Department

The Building Department has reviewed this application. Final review and approval will occur through the associated building permits for this proposal.

E. Transportation Department

Site Access and Loading

The project site is located on the southeast corner of the intersection of NE 8th Street and 106th Avenue NE. The site currently contains a 29,646 square foot mixed use building, gaining access to NE 8th Street via four existing commercial driveways and 106th Avenue NE via one existing commercial driveway.

In the vicinity of this project, 106th Avenue NE is a four-lane road classified as a minor arterial, and NE 8th Street is a seven-lane road classified as a major arterial. The site is bordered by the Symetra office tower to the west, and the future Onni office tower development to the south.

This development will replace the existing two-story retail and restaurant building with a 25-story building containing 645,000 square feet of office space, 4,500 square feet of restaurant space, and 3,000 square feet of retail space. There is currently an 8-foot-wide sidewalk with 4-foot-wide tree pits along the NE 8th Street frontage, and a 16-foot-wide sidewalk along the 106th Avenue NE frontage. There is currently a sidewalk bump-out at the 106th Avenue NE and NE 8th Street intersection, which creates curb space for private shuttle loading on the 106th Avenue frontage.

Vehicular access to the proposed project will be provided via driveways to both NE 8th Street and 106th Avenue NE. Both of these driveways will be shared by the proposed Onni development to the south. The driveway to NE 8th Street is located along the east property line of the site and will be required to be a minimum of 33-foot-wide of pavement. The driveway to 106th Avenue NE is located along the south property line of the site and must be a minimum 23.5-foot width. This 23.5 feet includes 21 feet of pavement, a 6" retaining wall, and a 2-foot shy distance from the wall. This 23.5-foot-wide driveway section will be an interim condition until the Onni development to the south is constructed, at which point a minimum of 30 feet of total pavement width must be provided on the shared private drive.

These two driveways will contain access easements which allow access rights to the future Onni development to the south, and the existing Symetra and Key Center buildings to the east. All other existing driveways must be removed. Both new driveways will be restricted to right-in and right-out vehicle movements only. Channelization or other methods must be used to prevent vehicles from turning left into and out of the site.

Pedestrian access to the site will be provided by a minimum 11-foot-wide sidewalk along NE 8th Street and a 12-foot sidewalk along 106th Avenue NE. A private 6-foot-wide sidewalk will be provided along the private driveways off of NE 8th Street and 106th Avenue NE.

Loading, drop-off/pick-up, and garbage pickup will take place on site in the designated loading areas off of the private commercial driveway. Truck turning movement exhibits were submitted for review demonstrating that a garbage truck, fire truck, and an SU-30 can maneuver through the through the site. All loading, delivery, garbage, and recycling services must be contained within the project site. No portion of the city right of way may be used for these services. **See Section XIII.A for related Conditions of Approval for Vehicular Access Restrictions and Provisions for Loading.**

Street Frontage Improvements

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act, the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual.

The project site is located on the southeast corner of intersection of NE 8th Street and 106th Avenue NE. The site currently contains a 29,646 square foot mixed use building, gaining access to NE 8th Street via four existing commercial driveways and 106th Avenue NE via one existing commercial driveway. Frontage improvements will be required along the NE 8th Street and 106th Avenue NE frontage. The curb line along NE 8th Street is required to be realigned to the south near the 106th Avenue NE intersection, to accommodate the future intersection location and travel lane configuration.

Frontage improvements and private street improvements are required by the developer include:

1. NE 8th Street
 - a. Install a minimum 11-foot-wide sidewalk, 5-foot-wide planter strip, and curb & gutter.
 - b. The curb on NE 8th Street is required to move south near the 106th Avenue NE intersection to accommodate the future intersection configuration.
 - c. Provide channelization to restrict left turns to and from the driveway access.
 - d. Relocate the intersection signal pole and provide signal upgrades meeting current Bellevue standards.
 - e. Street lighting requirements must be met per Bellevue standards.
2. 106th Avenue NE
 - a. Provide a minimum 5-foot-wide ADA compliant pedestrian connection along the midblock path behind the building to complete the north/south connection between NE 4th Street and NE 2nd Street.
3. Private Shared Commercial Driveways
 - a. Provide a minimum 33-foot-wide commercial driveway off of NE 8th Street.
 - b. Provide a minimum 23.5-foot-wide driveway off of 106th Avenue NE.
 - c. Provide a minimum 6-foot-wide pedestrian facility along the private driveway accesses.

See Section XIII.B and C for related Conditions of Approval for Civil Engineering Plans – Transportation, Building and Site Plans – Transportation, and Street Frontage Improvements Conditions of Approval.

1. A combined street tree and streetlight plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent).
2. Traffic Signal Communication Equipment: The project may need to install conduit along the public road frontage with 25TA vaults on both ends. The City will take on the cost of the fiberoptic cable as well as installation. The Developer would only be installing the conduit and vaults.
3. The new landscaping tree wells within the sidewalk along 108th Avenue NE shall be irrigated with a private metered water source. Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk. Installation of the proposed planter shall include a spray irrigation system, soil preparation, root barrier and plantings. Root barrier and soil preparation are described in Standard Drawings SW-120-1 and SW-130-1. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the city.

4. As part of the traffic signal installation, the developer may be required to pay a fee to integrate this signal into the city's adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system, and in no case later than occupancy of the first building.
5. No new building structure or garage shall be constructed under a street right of way. Building structures may be allowed under a new sidewalk/utility easement, provided that adequate vertical clearance (generally 12 feet) is provided for installation of existing or future underground utilities, and provided that steps are taken to prevent differential settling. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city.
6. To the extent feasible, no new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk. To the extent feasible, no utility vaults may be located within the primary walking path in any sidewalk.
7. The new landscaping planter strip or tree wells within the sidewalk along NE 8th Street and 106th Avenue NE shall be irrigated with a private metered water source. Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk. Installation of the proposed planter shall include a spray irrigation system, soil preparation, root barrier and plantings. Root barrier and soil preparation are described in Standard Drawings SW-120-1 and SW-130-1. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the city.
8. The design and appearance of the sidewalk and landscaping on NE 8th Street and 106th Avenue NE shall comply with the standards and drawings in the Transportation Department Design Manual. The sidewalk shall be constructed of standard concrete with a broom finish and a two-foot by two-foot score pattern, with four-foot by six-foot tree wells, unless both the Transportation Department and the Development Services Department agree to accept any non-standard pattern, color, or other features.
9. Any awning, marquee, balcony, etc. over a sidewalk or utility easement must be at least 16 feet above the sidewalk or be removable (with an agreement regarding removal and replacement); and must have at least three feet horizontal clearance from any streetlight or traffic signal pole.
10. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing DT-100-1 or equivalent. Fixed objects are defined as anything with breakaway characteristics greater than a four-inch by four-inch wooden post.
11. No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground.

Easements

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full required width of any sidewalks located outside the city right of way fronting this site. Any

negative impact that this development has on those easements must be mitigated or easements relinquished. **See Section XIII.B for related Conditions of Approval for Existing Easements, and Sidewalk/ Utility Easements Conditions of Approval.**

Right of Way Dedication

To incorporate street improvements which are reasonably necessary to mitigate the direct results of the development, and to accommodate the street widening described elsewhere in this document, the developer is required to dedicate property such that street surface to back of curb is accommodated within the public right of way. Right of way dedication will be required along the NE 8th Street frontage to the back of the relocated curb to allow the planned realignment of the intersection. **See Section XIII.B for related Conditions of Approval See Dedication of Right of Way Condition of Approval.**

Right-of-Way Hold Harmless Agreement

A right-of-way hold harmless and indemnity agreement is required for soil nails or other permanent shoring objects, awnings/weather protection, pet relief areas, street furniture, specialized paving materials, and other landscape amenities permanently placed in the right-of-way or sidewalk and utility easement. A right-of-way use permit maybe required for these elements. **See Section XIII.C and D for related Conditions of Approval for Hold Harmless and Indemnity Agreement Conditions of Approval.**

Holiday Construction & Traffic Restrictions

From November 15th to January 5th, construction activities such as hauling and lane closures will be allowed only between the hours of 10:00 p.m. and 6:00 a.m. due to holiday traffic. The dates and times of these restrictions are subject to change. The applicant shall contact the Transportation Department Right-of-Way Section to confirm the specifics of this restriction prior to applying for a Right-of-Way Use Permit. **See Section XIII.A for related Conditions of Approval See Holiday Construction & Traffic Restrictions Condition of Approval.**

Use of the Right of Way During Construction

Applicants often request use of the right of way and of pedestrian easements for materials storage, construction trailers, hauling routes, fencing, barricades, loading and unloading and other temporary uses as well as for construction of utilities and street improvements. A Right of Way Use Permit for such activities must be acquired prior to issuance of any construction permit including demolition permit. Sidewalks may not be closed except as specifically allowed by a Right of Way Use Permit. **See Section XIII.B for related condition of approval regarding Right-of-Way Use Permit Condition of Approval.**

Pavement Restoration

The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "Overlay Required," and "Standard Trench Restoration." Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to

produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching.

Near the development site, 106th Avenue NE is classified as “Grind/Overlay required”. Should street cuts prove unavoidable or if the street surface is damaged in the construction process, a half-street or full-street (depending on the extent of street cuts or damage) grind and overlay will be required for a minimum of 50 feet.

Near the development site, NE 8th Street is classified as “Standard Trench Restoration”. Any street cuts will require pavement restoration per standard drawing RC-190-1. **See Section XIII.D for related Conditions of Approval for Pavement Restoration Condition of Approval.**

Transportation Management Program

In order to reduce single occupant vehicle trips and provide enhanced options to employees and infrastructure users, the City has adopted code provisions for a transportation management program. The owner of this development shall, prior to any initial occupancy of the building structure, sign and record an agreement approved by the City of Bellevue to establish a transportation management program to the extent required by BCC14.60.070. This project proposes to construct up to 645,000, which requires Transportation Management Program mitigation. **See Sections XIII.C and D for related Conditions of Approval regarding Transportation Management Program and Implement the Transportation Management Program Conditions of Approval.**

F. Parks Department

The Parks Department has reviewed the public streetscape in this application. Final review will occur through the associated clear and grade permits for this proposal.

IX. State Environmental Policy Act (SEPA)

Environmental review is required for the proposal under the State Environmental Policy Act (SEPA), Chapter 43.21C RCW and Washington Administrative Code (WAC) 197-11, and the City’s Environmental Procedures Code, Chapter 22.02 of the Bellevue City Code (BCC). The Environmental Checklist together with information provided below (and in the official file) adequately discloses expected environmental impacts associated with the proposed Design Review approval. The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under SEPA.

Adverse impacts which are less than significant are subject to City Codes or Standards, which are intended to mitigate those impacts. In cases where the City has adopted development regulations to systematically avoid or mitigate adverse impacts, those standards, and regulations, where applicable, will normally constitute adequate mitigation of the impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. Where impacts and regulations do not correspond, or where unanticipated impacts are not mitigated by existing regulations, BCC 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

A discussion of the impacts associated with the project is noted below, together with any specific conditions of approval. **These impacts will be mitigated to less than significant through exercise of Code authority as well as through project-specific Conditions of Approval contained in Section XIII of this report.**

A. TRANSPORTATION

Long Term Impacts and Mitigation

The City has prepared a traffic forecasting model for the 2030 horizon year to assess cumulative impacts that may result from growth and development during that period. This modeling analysis is based on a projected land use scenario and improvements to the transportation system that would occur during this time period.

Under the level of service standard detailed in the Transportation Code, the City is divided into 14 Mobility Management Areas (MMAs), each with an area average standard and a congestion management standard. The traffic modeling shows that all of the MMAs would meet both standards. This project proposes to add a net increase of 645,000 square feet of office, 3000 square feet of retail, and 4,500 square feet of restaurant space in MMA 3. This level of development is within the assumptions of the City's traffic modeling and does not require additional mitigation.

In addition, traffic impact fees are used by the City to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development throughout the City. Payment of the transportation impact fee, as required by Chapter 22.16 BCC, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-term traffic impacts. Fee payment is required at the time of building permit issuance. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply. **See Section XIII.C for related condition regarding Transportation Impact Fee Condition of Approval.**

Mid-Range Impacts and Mitigation

Project impacts anticipated to occur in the next six years are assessed through a concurrency analysis. The Traffic Standards Code (BCC 14.10) requires that development proposals generating 30 or more new p.m. peak hour trips undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained.

The Artise development will generate approximately 464 new p.m. peak hour trips. This amount was used in the traffic analysis to check for concurrency. City staff distributed and then assigned project-generated trips to the street network using the City's EMME-2 travel forecasting model with the current Capital Investment Program network. By adding the expected project-generated trips to the traffic volumes in the model, the area average levels of service were determined. To create a baseline condition for comparison, the levels of service were also determined using traffic volumes without the project-generated trips. In this project analysis, fifteen system intersections received 20 or more p.m. peak hour trips.

Neither the maximum area-average levels of service nor the congestion allowances would be exceeded as a result of traffic generated from this proposal. Therefore, the proposed development passes the concurrency test. The concurrency test results are included in the Transportation Department file for this development. A concurrency determination is issued on

the date of issuance of the land use decision. This project complies with the Traffic Standards Code and is receiving a Certificate of Concurrency as noted in Attachment E.

The rules of concurrency reservation are outlined in the Traffic Standards Code Director's Rules. The concurrency determination is reserved to this project at the land use decision date. The concurrency reservation expires one year from the land use decision date unless a complete building permit application is filed (BCC 14.10.040.F).

Short Term Operational Impacts and Mitigation

City staff directed the applicant's traffic consultant, TENW, to analyze the short-term operational impacts of this proposal in order to recommend mitigation if necessary. The project trips were calculated, and concurrency was determined at that time for use to complete the TIA.

The analysis reviewed the operations of the system intersections impacted by this development, which include:

1. 106th Avenue NE and the site access.
2. NE 8th Street and the site access
3. 106th Avenue NE and NE 8th Street.
4. 106th Avenue NE and NE 10th Street
5. 108th Avenue NE and NE 8th Street.

All intersections remained at acceptable LOS levels with the proposed transportation infrastructure improvements. These improvements include frontage improvements along NE 8th Street and 106th Avenue NE adjacent to the proposed development.

To improve pedestrian connectivity and as part of the project's required frontage improvements, the project will construct a minimum 11-foot-wide sidewalk and 5-foot-wide planter strip along the NE 8th Street frontage, and a 15-foot-wide sidewalk with 5-foot-wide planter strip along the 106th Avenue NE frontage.

These impacts will be mitigated through exercise of code authority as well as through project-specific conditions of approval contained in Sections XIII A, B, C, D and E.

B. Air Quality

During construction, emissions to the air will be released by construction vehicles and heavy equipment. Following construction, emissions from residents' and retail workers vehicles will be released.

Construction would temporarily increase dust and vehicle emissions near the construction area. Mitigation will include using BMPs to control dust, covering exposed soils, and requiring idling vehicles to be shut off. Construction vehicles will be fitted with required, factory-installed emission control devices. To reduce the potential of dust, construction accesses will be covered with rock or aggregate. Dust emissions will also be reduced during construction through the use of spray water as necessary during dry weather conditions and planting disturbed areas with erosion control seed mix as soon as is practical. Material stockpiles will also be covered or watered as necessary to control dust. These are standard practices imposed on the Clearing & Grading permit. (Bellevue City Code 23.76)

Construction vehicles and heavy construction equipment shall emit the least amount of air pollution as possible. While on city streets, all construction vehicles shall meet the requirements of the Revised Code of Washington 46.61.655 for covered loads. **Refer to Section XIII.A for Condition of Approval regarding Air Pollution from Construction Vehicles and Equipment.**

C. UTILITIES

The development proposed for this application has been reviewed on a conceptual basis and can feasibly construct water, sewer and storm facilities under current Utility codes and standards without requesting modifications or deviations from them.

D. NOISE

Exterior Noise: As conditioned, short term impacts related to noise generation as a result of the construction will be minimized. Normal hours for allowed generation of noise related to construction are from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Exceptions to the construction noise hour limitation contained in the Noise Control Code may be granted pursuant to 9.18.020C.1 & 2. However, prolonged exposure to noise created by extended hour construction activity is likely to have a significant impact on inhabitants of surrounding commercial and residential properties during the proposed timeline for construction. If expanded hours are necessary to accommodate a specific component of construction, a noise permit shall be required and must be submitted in advance of the scheduled onset of extended hour construction activity. In accordance with the Bellevue City Code – BCC 9.10 – Noise Control, the City will only be providing construction noise exemptions for the following work:

- Work in the ROW and essential public facilities (i.e., Water connections that require a main shut off and are required to be done at night by the Utility Department)
- Work to accommodate transportation mitigation
- Required evening haul routes

Work that has been previously determined by sound level monitoring is not to exceed the maximum permissible noise levels. Utility/site work on private projects/property does not meet the standards to be provided exemption from the noise code. **See Section XIII.A for related condition regarding Construction Hours.**

Garage Exhaust Noise: Garage exhaust fans can create noise levels at the public sidewalk which exceed that allowed by the Bellevue City Code. This decision is conditioned to require certification by the project noise consultant that the garage exhaust fan noise will not exceed 60 dBA at the public sidewalk prior to the issuance of any mechanical permits. **See Section XIII.C for condition regarding Garage Exhaust Noise.**

X. CHANGES TO PROPOSAL DUE TO STAFF REVIEW

Site Design

1. Staff asked SWB Bellevue II, LLC to provide pet relief areas to minimize impacts to the required vegetation. SWB Bellevue, LLC has complied with this request by providing two pet relief: one is located within the right-of-way of NE 8th Street, northeast of the planned

“green room” while the other is located on private property to the south north of the Woonerf road at the southeast corner of the building LS1.01. Provision of these areas has become a best practice given the growing density of residents in Downtown, as well as office tenants that encourage workers to bring pets to work. Lastly, their presence provides better protection to landscaping along the street and internal to the site and improves maintenance and clean-up. **See Section XIII.B for condition regarding Pet Relief Areas.**

2. The applicant was required to complete a Boundary Line adjustment for this site per 20-111234 LW to consolidate three lots into one parcel.
3. Staff asked SWB Bellevue II, LLC to provide information on the private agreements that affected the site and building design for this project as noted in Section II above.
4. SWB Bellevue II, LLC has provided indoor bike parking and ancillary facilities for cyclists use. SWB Bellevue II, LLC has provided 18 bike racks at staff request that will be distributed at each building façade to comply with LUC 20.25A.120.A.5.F.2.

Building Design

1. During the preapplication review for this project, the applicant noted development constraints on the site from the Transportation Department’s requirement for a right-of-way expansion required for NE 8th Street and also existing private agreements which affected its ability to provide the required 20-foot setback from NE 8th street per LUC 20.25A.075.C. To comply with the private development agreements and Transportation’s development requirement, SWB Bellevue II, LLC will provide a 4 to 6-foot setback. Staff has evaluated this request based upon these identified impacts and the Director approves the reduction in building setback from 20 feet to 4 to 6 feet from NE 8th Street.
2. Because SWB Bellevue II, LLC has requested FAR exemption for the ground level active uses, the applicant had to show compliance with the “A” ROW rather than the “B” and “C” rights-of-way for 106th Avenue NE and NE 8th Street respectively per LUC 20.25A.070.C.1.a. SWB Bellevue II, LLC has since complied with these requirements via the administrative departures noted above in Section VI of this report.
3. The Transportation Department is requiring a dedication with this proposal for NE 8th Street in the amount of 351.45 feet. This subtracted area is permitted to count towards the FAR maximum as a special dedication per LUC 20.20.070.C.3.a.
4. Clarification was necessary to note the floor plates at 40 and 80 feet to demonstrate compliance with LUC 20.25A.060.A.4 24,000 gsf floor plate maximum. The proposal complies with this standard per Sheet G1.004.
5. SWB Bellevue II, LLC has submitted a comprehensive lighting set, Sheets AL within the plan set. The lighting on the building and throughout the site will be an enhancement for the project and downtown. Staff required the project have the ability to dim the proposed narrow banding of light on each building façade if necessary. SWB Bellevue II, LLC responded that this can be diminished as necessary as noted on sheet A1.101.
6. Weather protection was provided above the public sidewalk on NE 8th. However, no weather protection was proposed for the public sidewalk along 106th Avenue NE to comply with LUC 20.25A.170.A.2. SWB Bellevue II, LLC revised their application to provide weather protection over this public sidewalk per sheet AE-201.

XI. DESIGN REVIEW DECISION CRITERIA

Design Review Criteria: The proposal meets the Design Review criteria (LUC 20.25A.110). If modifications are made to this design review application, SWB Bellevue II, LLC will be required to provide documentation of said change by either amending this Design Review application or via the

Land Use Exemption (LUX) process as discussed in Section I.B. Compliance will be required to the LUC in effect.

A. The proposal is consistent with the Comprehensive Plan.

Finding: Staff has evaluated the submitted proposal and found that the application fulfills the Comprehensive Plan because of the following:

- This proposal is located within the Eastside Center District Downtown neighborhood. The focus of the policies for this district emphasizes consolidating the district together as it is a compilation of three smaller districts: Bellevue Square, City Center, and the Civic/Convention District. The intent is for these districts to become the “functional heart” or focal point for the Eastside Region. Specifically, Policy S-DT-56 encourages design elements that will allow developments to “differentiate” themselves through streetscape improvements such as wayfinding elements, gateways, mid-block pedestrian crossings, public art, landscaping and street trees, lighting, and street furniture. The project complies with this policy as it will contain two gateway elements in the form of the “green room” at the northeast corner of the building and the covered open space at the west elevation which is intended to draw passersby to enjoy the retail/restaurant uses in this area. Lastly, art will be provided at the northwest corner to further draw passersby to this covered open space area. S-DT-57 encourages new pedestrian linkages within downtown districts. This projects proposed right-of-way improvements to the current development standards for sidewalk and planter widths along NE 8th Street and 106th Avenue NE will improve the pedestrian experience – particularly along NE 8th Street which is an auto focused right-of-way. S-DT-40 speaks to the enhancement of sidewalks which this project has done beyond any minimums. The project has provided all of the required streetscape elements and has added pet relief areas to help maintain the long term viability of the landscaping. Lastly, in accordance with S-DT-3, two open space plazas will be provided with this proposal: an open air plaza will be provided at the northeast corner of the site that will be highly visible on NE 8th Street while a linear, covered plaza will be located west of the building façade along 106th Avenue NE. The presence of the covered plaza improves pedestrian interaction during inclement weather conditions which further activities this area and potentially makes it a destination within the downtown as there is not a preponderance of outdoor covered open spaces within the downtown.
- The proposal supports UD-21 and UD-24 by providing a mid-block connection north/south along with an open space (green room) at the northeast corner of the site and a covered open space at the western portion of the site so that users of the active uses can enjoy the enjoy this space year round.

SWB Bellevue II, LLC has provided their vehicular access and delivery/loading areas at the south elevation of their building on a Woonerf style access road that will be shared with the Onni development to the south of this site. Rideshare pickup/drop off activities will also take place in this location. Vehicles that enter this location will exit along the north/south vehicular easement that is located east of this proposed building to NE 8th Street. Pedestrian movement to and through the superblock will be enhanced with the provision of the north/south mid-block connector. The provision of the highly visible open space at the

northeast corner of this site will be enhanced by this connection to aid pedestrian movement to and through the superblock to NE 8th Street. Lastly, the office tower has been designed with unique design features such as its backlit mullion treatment proposed for each building façade that will add visual interest particularly at night.

- The proposal supports UD-17 through the use of art and artistic elements to provide unique seating, paving, and enhanced landscaping features located within both the covered and uncovered plaza areas. Additionally, because 106th Avenue NE is deemed an “entertainment street” this enhanced right-of-way requires a 20-foot right-of-way (8 foot landscaping and 12 foot sidewalk). SWB Bellevue II, LLC will implement the first section of this enhanced right-of-way within the superblock. These requirements will be continued south with the development of the Onni proposal to the south. See the submitted L-Sheets for the proposed landscaping and site amenity elements proposed for this project.
- The proposal supports UD-11 by designing a project in the Downtown that will be unique, attractive, and harmonious with the adjacent neighborhood. The proposal has been designed with a four-story podium on the projects north, east, and west building facades. However, the podium transitions to three-story on the south side of the project to the elevational changes. At its east elevation, the tower has been designed to frame the proposed green room to encourage pedestrian gathering and a spill out space for active uses located in this area.

An unoccupied green roof is planned at Level 5 where the tower is setback 155 feet west from the east property line due to the private agreements noted in Section II. The inclusion of a green roof in this area will provide visual interest to users of the adjacent Symetra Tower and occupants of the tower itself. Lastly, the proposal has consolidated its vehicular access and back of house activities such as loading, garbage removal and rideshare activities south of the building on a Woonerf style roadway that will be shared with the Onni development to the south.

See Attachment F for a complete list of the pertinent Comprehensive Plan policies that are supportive of the project proposal.

B. The proposal complies with the applicable requirements of this Code.

Finding: The tables in Section IV.A of this report summarize the applicable requirements and analyze the proposed project for consistency with the applicable requirements. The proposal complies with the LUC requirements for building height, lot coverage, floor area ratio, parking and trash and recycling. The proposal meets the Administrative Departure decision criteria as noted above in Section VI as needed. The proposal also conforms to the applicable design guidelines as discussed in Section V and decision criteria in Sections XI and XII of this report.

C. The proposal addresses all applicable design guidelines or criteria of this Code in a manner which fulfills their purpose and intent.

Finding: The proposal addresses the intent of all applicable design guidelines. See discussion in Section V – Design Guidelines of this report and Attachment C for

complete list of the pertinent design guidelines and how the criteria have been addressed in support of the project proposal.

D. The proposal is compatible with and responds to the existing or intended character, appearance, quality of development and physical characteristics of the subject property and immediate vicinity.

Finding: The proposal is compatible with the scale and character of development that currently exists within the existing superblock with the Symetra Tower to the East and north of NE 8th Street with Skanska's NE 8th proposal which is currently under construction. This proposal will be smaller than the proposed Onni proposal to the south which will be built to the maximum height of 600 feet within the D-01 land use district. . The proposed exterior color and materials will be visually harmonious with the surrounding existing and proposed development. Additionally, the proposed frontage development on NE 8th Street and 106th Avenue NE will also be consistent with the character of existing downtown streets, which are continuously being re-constructed as developments occur.

E. The proposal will be served by adequate public facilities including streets, fire protection and utilities.

Finding: The proposal site will be served by adequate public facilities including streets, fire protection and utilities. The subject site currently has access to water, sewer, and electrical services. For further discussion, see Section VIII.A of this report.

F. The proposal is consistent with any required Master Development Plan approved pursuant to Part 20.30V LUC or other applicable code section.

Finding: Not applicable. No Master Plan is required for this single tower proposal.

XII. DECISION

After conducting the various administrative reviews associated with this proposal including applicable land use consistency and City Code and Standard compliance reviews, the Director of the Development Services Department does hereby **APPROVE the Design Review and SEPA application** subject to the following conditions:

XIII. CONDITIONS OF APPROVAL

The following conditions are imposed under the authority referenced:

A. GENERAL CONDITIONS

1. Compliance with Bellevue City Codes and Ordinances: The applicant shall comply with all applicable Bellevue City Codes and Ordinances including but not limited to:

Clearing and Grading Code - BCC 23.76	Savina Uzunow	425/452-7860
Bellevue Development Standards	"	
Transportation Code - BCC 14.60	Ian Nisbet	425/452-4851
Trans. Improvement Program - BCC.22.16	"	

Right-of-Way Use Permit - BCC 14.30	Mazen Wallaia	425/425-6988
Bellevue Utilities Code - BCC Title 24	Mohamad Sambou	425/452-6828
Construction Codes - BCC Title 23	Mark Chang	425/452-7698
Land Use Code - BCC Title 20	Antoinette Pratt	425/452-5374
Sign Code - BCC Title 22B		"
Noise Control - BCC 9.18		"
Uniform Fire Code - BCC 23.11	Derek Landis	425/452-4112

- 2. Holiday Construction and Traffic Restrictions:** Construction activities such as hauling and lane closures between November 15th and January 5th will be allowed only between the hours of 10:00 pm and 6:00 am due to holiday traffic. The Transportation Department will be monitoring traffic and may modify this restriction accordingly.

Authority: BCC 14.30.060

Reviewer: Mazen Wallaia, Transportation/Right of Way

- 3. Vehicular and Access Restrictions:** Access to this site from NE 8th Street and 106th Avenue NE will be restricted to right-turn-in and right-turn-out only. This will be achieved through installation of a c-curb and signage, as specified in the final civil engineering plans for the development.

Authority: BCC 14.60.150

Reviewer: Ian Nisbet, Transportation

- 4. Provisions for Loading:** The property owner shall provide an off-street loading space which can access a public street. This must include an off-street location for garbage pick-up, which must be acceptable to the garbage hauler. On-street loading and unloading will not be permitted.

Authority: LUC 20.20.590.K.4; BCC 14.60.180

Reviewer: Ian Nisbet , Transportation

- 5. Utilities/Conceptual Approval:** Utility Department approval of the design review application is based on the final conceptual design submitted with this application. Final utility design and construction approval is not given under this permit. Small changes to the site layout may be required to accommodate the utilities after utility engineering is approved. The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. Side sewer permits (UA) will be required for the sewer connections. Water meter permits (UC) will be required for the new and upgraded meters. A Utility Developer Extension Agreement (UE) permit will be required for the multiple water meters and other utility work.

Authority: BCC 24.02, 24.04, 24.06

Reviewer: Mohamed Sambou, Utilities

- 6. Construction Hours:** Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Construction noise is prohibited on all Sundays and WA state holidays. Posting of construction hours is required. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020.C.1&2 when necessary to accommodate construction

which cannot be undertaken during exempt hours. Prolonged exposure to noise created by extended hour construction activity is likely to have a significant impact on inhabitants of surrounding residential properties during the proposed timeline for construction. In order to minimize detriment on residential uses in the immediate vicinity of the project, the Contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the construction period. To vary construction noise hours, the applicant shall apply for a noise permit that must be submitted two weeks prior to the scheduled onset of extended hour construction activity. Such requests may be required to include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new residential construction.

Authority: BCC 9.18.040
Reviewer: Antoinette Pratt, Land Use

- 7. Design Review Modifications:** Any modification to this approval shall be documented as an Amendment to this Design Review OR as an addition or revision to this issued land use approval, processed as a Land Use Exemption. The applicant shall demonstrate compliance with the Land Use Code in effect at the time of issuance of this report. Any modification of the project design must be reviewed for consistency with the design intent as stated in Section I.B of this report. Conditions of Approval run for the life of the project.

Authority: LUC 20.30F.175, 20.25A.060
Reviewer: Antoinette Pratt, Land Use

- 8. Air Pollution from Construction Vehicles and Equipment:** Construction vehicles and heavy construction equipment shall emit the least amount of air pollution as possible. While on city streets, all construction vehicles shall meet the requirements of the Revised Code of Washington 46.61.655 for covered loads.

Authority: State Environmental Policy Act, Bellevue City Code, 23.76, Revised Code of Washington 46.61.655
Reviewer: Antoinette Pratt, Land Use

B. PRIOR TO ISSUANCE OF A CLEARING AND GRADING PERMIT:

- 1. Right-of-Way Use Permit:** Prior to issuance of any construction or clearing and grading permit, the applicant shall secure applicable right-of-way use permits from the City's Transportation Department, which may include:
- a) Designated truck hauling routes.
 - b) Truck loading/unloading activities.
 - c) Location of construction fences.
 - d) Hours of construction and hauling.
 - e) Requirements for leasing of right of way or pedestrian easements.
 - f) Provisions for street sweeping, excavation and construction.
 - g) Location of construction signing and pedestrian detour routes.
 - h) All other construction activities as they affect the public street system.

In addition, the applicant shall submit for review and approval a plan for providing pedestrian access during construction of this project. Access shall be provided at all times during the construction process, except when specific construction activities such as shoring, foundation work, and construction of frontage improvements prevents access. General materials storage and contractor convenience are not reasons for preventing access. The applicant shall secure sufficient off-street parking for construction workers before the issuance of a clearing and grading, building, a foundation, or demolition permit.

The applicant shall secure sufficient off-street parking for construction workers before the issuance of a clearing and grading, building, a foundation, or demolition permit.

Authority: BCC 11.70 & 14.30

Reviewer: Mazen Wallaia, Transportation/Right of Way

- 2. Civil Engineering Plans – Transportation:** Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department prior to issuance of the clearing and grading permit. The design of all street frontage improvements and driveway accesses must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, the provisions of the Transportation Department Design Manual, and specific requirements stated elsewhere in this document.

All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans. Requirements for the engineering plans include, but are not limited to:

- a) Traffic signs and markings.
- b) Curb, gutter, sidewalk, and driveway approach design. The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.
- c) Curb ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons.
- d) Installation or relocation of streetlights and related equipment.
- e) As part of the traffic signal installation, the developer must pay a fee to integrate this signal into the city's adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system and in no case later than occupancy of the first building.
- f) Traffic Signal Communication Equipment: The project may need to install conduit along the public road frontage with 25TA vaults on both ends.
- g) Undergrounding of existing overhead utility lines, which should be coordinated with adjacent sites. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.
- h) Sight distance. Show the required sight triangles and include any sight obstructions, including those off-site. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.
- i) Landings on sloping approaches are not to exceed a 7% slope for a distance of 30 feet approaching the back edge of sidewalk. Driveway grade must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.
- j) Location of fixed objects in the sidewalk or near the driveway approach.
- k) Trench restoration within any right of way or access easement.

Specific requirements are detailed below.

1. NE 8th Street
 - a. Install a minimum 11-foot-wide sidewalk, 5-foot-wide planter strip, and curb & gutter.
 - b. The curb on NE 8th Street is required to move south near the 106th Avenue NE intersection to accommodate the future intersection configuration.
 - c. Provide channelization to restrict left turns to and from the driveway access.
 - d. Relocate the intersection signal pole and provide signal upgrades meeting current Bellevue standards.
 - e. Street lighting requirements must be met per Bellevue standards.
2. 106th Avenue NE
 - a. Provide a minimum 5-foot-wide ADA compliant pedestrian connection along the midblock path behind the building to complete the north/south connection between NE 4th Street and NE 2nd Street.
3. Private Shared Commercial Driveways
 - a. Provide a minimum 33-foot-wide commercial driveway off of NE 8th Street.
 - b. Provide a minimum 23.5-foot-wide driveway off of 106th Avenue NE.
 - c. Provide a minimum 6-foot-wide pedestrian facility along the private driveway accesses.

Construction of all street and street frontage improvements must be completed prior to closing the clear and grade permit and right of way use permit for this project. A Design Justification Form must be provided to the Transportation Department for any aspect of any pedestrian route adjacent to or across any street that cannot feasibly be made to comply with ADA standards. Design Justification Forms must be provided prior to approval of the clear and grade plans for any deviations from standards that are known in advance. Forms provided in advance may need to be updated prior to project completion. For any deviations from standards that are not known in advance, Forms must be provided prior to project completion.

Authority: BCC 14.60; Transportation Department Design Manual; Americans with Disabilities Act
Reviewer: Ian Nisbet, Transportation

3. **Existing Easements:** Any utility easements contained on this site which are affected by this development must be identified. Any negative impact that this development has on those easements must be mitigated or easements relinquished.

Authority: BCC 14.60.100
Reviewer: Mazen Wallaia, Transportation/Right of Way

4. **Sidewalk/Utility Easements:** The applicant shall provide sidewalk and utility easements to the City such that sidewalks outside of the City right of way along the property frontage are located within a pedestrian easement area.

Authority: BCC 14.60.100
Reviewer: Ian Nisbet, Transportation

- 5. Dedication of Right-of-Way:** The applicant shall dedicate right of way to the City along the property frontage such that street improvements to the back of curb are located within the public right of way.

Authority: BCC 14.60.090
Reviewer: Ian Nisbet, Transportation

- 6. Clearing and Grading Permit:** The clearing and grading reviewer has reviewed the plans and materials submitted for this project and has approved the clearing and grading portion of the design review application. Approval of this design review does not constitute an approval of any construction permit. An application for a clearing and grading permit must be submitted and approved before construction can begin. Plans submitted as part of any permit application for this project shall be consistent with the activity permitted under this approval and must comply with the City of Bellevue Clearing and Grading Code (BCC 23.76).

Authority: BCC 14.60.090
Reviewer: Savina Uzunow, Clearing and Grading

- 7. Soil Volume:** Trees proposed within the site and streetscape planter areas shall be provided the required soil volume, as described within the City of Bellevue Parks Department, Environmental Best Management Practices and Design Standards Manual: https://bellevuewa.gov/sites/default/files/media/pdf_document/2016-environmental-best-mgmt-practices-manual.pdf Soil volume calculations shall be shown on the plans submitted for a clearing and grading permit.

Authority: Environmental BMP's and Design Standards Manual
Reviewers: Antoinette Pratt, Land Use Division
Tom Kuykendall, Parks Department

8. Pet Relief Areas:

- a. The property owner is responsible for maintaining these areas of the landscape strip along the public sidewalk
- b. Pet relief areas within the landscape strip along the public sidewalk should be filtered prior to entry into soil or the storm sewers system.
- c. Pet relief areas within the site must drain to sanitary sewer.
- d. Pet relief areas must be irrigated or cleaned on a regular basis (nightly) to reduce potential negative public health and environmental effects.

Authority: LUC 20.25A.110.A.2, 20.20.520.A, 20.20.520.K, UPC 304.0
Reviewers: Toni Pratt, Land Use
Tom Kuykendall, Parks Department

C. PRIOR TO ISSUANCE OF ANY BUILDING PERMIT:

- 1. Transportation Impact Fee:** Payment of the traffic impact fee will be required at the time of building permit issuance. If multiple building permits will be issued, the impact fee will be tied to the primary above-ground permit. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply.

Authority: BCC 22.16
Reviewer: Ian Nisbet, Transportation

- 2. Building and Site Plans - Transportation:** The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans. During construction, city inspectors may require additional survey work at any time in order to confirm proper elevations. Building plans, landscaping plans, and architectural site plans must accommodate on-site traffic markings and signs and driveway design as specified in the engineering plans. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as shown on the engineering plans.

Authority: BCC 14.60.060; 110; 120; 150; 180; 181; 190; 240; 241
Reviewer: Ian Nisbet, Transportation

- 3. Transportation Management Program:** The owner of the property being developed shall sign and record at the King County Office of Records and Elections an agreement to establish a Transportation Management Program to the extent required by Sections 14.60.070.

Authority: BCC 14.60.070;
Reviewer: Ian Nisbet, Transportation

- 4. Below Grade Right-of-Way Hold Harmless and Indemnity Agreement:** A right-of-way hold harmless and indemnity agreement for soil nails or other shoring objects permanently placed in the right-of-way or sidewalk and utility easement must be submitted and recorded prior to shoring permit issuance.

Authority: BCC 14.30.160
Reviewer: Ian Nisbet, Transportation

- 5. Garage Exhaust Noise:** The garage exhaust fans can create noise levels at the public sidewalk which exceed that allowed by the Bellevue City Code. This decision is conditioned to require certification by the project noise consultant that the garage exhaust fan noise will not exceed 60 dBA at the public sidewalk prior to the issuance of any mechanical permits. Additionally, the noise consultant shall verify noise levels at the property line on the public sidewalk, any publicly accessible space, the through-block pedestrian connection, and/or walkways adjacent to pedestrian oriented frontage that exhaust fans and any other such equipment will not exceed 60 dBA at the property line. The City may require certification of compliance following installation.

Authority: BCC 9.18.030 and LUC 20.30F.145
Reviewer: Antoinette Pratt, Land Use

- 6. Commercial Venting:** To protect the pedestrian environment, the applicant shall be required to direct all venting away from pedestrian areas at grade. This will reduce the opportunity of malodorous odors from encroaching into pedestrian areas.

Authority: BCC 9.10.030.B and LUC 20.25A.130.D
Reviewer: Antoinette Pratt, Land Use

D. PRIOR TO CERTIFICATE OF OCCUPANCY:

1. **Street Frontage Improvements:** All street frontage improvements and other required transportation elements, including streetlight and traffic signal revisions, must be constructed by the applicant, and accepted by the Transportation Department inspector. All existing streetlight and traffic signal apparatus affected by this development, including traffic controllers, pedestrian signal poles, traffic signal poles, and power sources, must be relocated as necessary. Existing overhead lines must be relocated underground. All required improvements must be constructed as per the approved plans or as per direction of the Transportation Department inspector. Bonding or other types of assurance devices will not be accepted in lieu of construction unless the City requires a delay.

Authority: BCC 14.60; Comprehensive Plan Policy UT-39; Transportation Department Design Manual Sections; and Transportation Department Design Manual Standard Drawings.

Reviewer: Ian Nisbet, Transportation

2. **Pavement Restoration:** Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be provided as follows:
 - a) Near the development site, 106th Avenue NE is classified as "Grind/Overlay Required". Should street cuts prove unavoidable or if the street surface is damaged in the construction process, a half-street or full-street (depending on the extent of street cuts or damage) grind and overlay will be required for a minimum of 50 feet.
 - b) Near the development site, NE 8th Street is classified as "Standard Trench Restoration". Any cuts into the pavement will require restoration per standard drawing RC-190-1.

Authority: BCC 14.60. 250; Design Manual Design Standard #23

Reviewer: Ian Nisbet (425) 452-4851

3. **Implement the Transportation Management Program:** The Transportation Management Program required by Bellevue City Code Sections 14.60.070 per a condition of approval above must be functional prior to issuance of the initial certificate of occupancy.

Authority: BCC 14.60.070

Reviewer: Ian Nisbet , Transportation

4. **Above Grade Right-of-Way Hold Harmless and Indemnity Agreement:** A right-of-way hold harmless and indemnity agreement for awnings/weather protection, pet relief areas, street furniture, specialized paving materials, and other landscape amenities permanently placed in the right-of-way or sidewalk and utility easement must be submitted and recorded prior to shoring permit issuance. A right-of-way use permit may be required for these elements.

Authority: BCC 14.30.160

Reviewer: Ian Nisbet, Transportation

- 5. Public Access and Right of Pedestrian Usage:** A through-block pedestrian connection have been established for this site. 24-hour public pedestrian access shall be accommodated for the east/west and north/south pedestrian through-block connections along with the plaza spaces. In addition, public access signs shall be located prominently and visible to pedestrians from the public right-of-way shall be posted at every point where the public access easement intersects with the public right-of-way prior to Certificate of Occupancy. Additionally, the owners of the property are required to execute a legal agreement providing that such property is subject to a nonexclusive right of pedestrian use and access by the public during hours of operation A written agreement that meets the satisfaction of the Development Services Department Director shall be recorded with the King County Recorder's office.

Authority: LUC 20.25A.160.D.1, BCC 22B
Reviewer: Antoinette Pratt, Land Use

- 6. Bonus System and Exempt Active Recording:** The applicant shall record a copy of the approved bonus point calculations, a plan that clearly shows where each amenity is located, a plan that shows the location and square footage of all ground-level retail exempt from GFA for FAR, and the Conditions of Approval from this Design Review with the King County Records office.

Authority: LUC 20.25A.070.E
Reviewer: Antoinette Pratt, Land Use

- 7. Landscape Installation Assurance Device:** If a Temporary Certificate of Occupancy is requested prior to completion of the landscaping installation, the applicant shall file with DSD a landscape installation assurance device equal to 150% of the cost of labor and materials for any landscaping that has not yet been installed.

Authority: LUC 20.40.490
Reviewer: Antoinette Pratt, Land Use

- 8. Landscape Maintenance Device:** The applicant shall file with DSD a landscape maintenance assurance device for a one-year period from the date of final inspection in the form of an assignment of savings or letter of credit for 20% of the cost of labor and materials for all required landscaping.

Authority: LUC 20.40.490
Reviewer: Antoinette Pratt, Land Use

- 9. Site and Building Lighting:** Site and building lighting will be required to comply with light and glare standards to reduce spillover on adjacent parcels. Additionally, the proposed lantern lighting proposed for the building facades shall be dimmable.

Authority: LUC 20.20.522
Reviewer: Antoinette Pratt, Land Use

- 10. Sustainability Certification Performance Bond:** The applicant has chosen to provide Tier 2 sustainability certification of the project, which provides 0.2 FAR amenity bonus points. Prior to Temporary Certificate of Occupancy, the applicant shall provide a

performance bond equivalent to the value of the bonus achieved, using the current fee-in-lieu rate at the time of TCO. In the event that the project does achieve the planned sustainable rating within 18 months of project completion, the bonded fund shall be used for environmental improvements within Downtown identified by the City.

Authority: Land Use Code 20.25A.070
Reviewer: Antoinette Pratt, Land Use

- 11. Allocation of Parking for Rideshare, Retail and Restaurant:** Prior to TCO, applicant shall submit plans of the parking garage to Land Use, identifying and provide signage for the exact location of the parking stalls to be assigned for rideshare, retail and restaurant uses in the building and identify any conditions and/or restrictions for these spaces.

Authority: LUC 20.25A.080.B
Reviewer: Antoinette Pratt, Land Use

- 12. Storefront Glazing/Vision Glass:** To ensure visibility from the sidewalk along NE 8th Street and 106th Avenue NE to enhance the pedestrian environment along these street frontages. The vision glass should be clear (non-tinted, non-reflective) window glass. The windows shall not be obstructed with devices such as curtains, blinds, etc. and shall allow continuous visual access into the retail spaces with exception for sun shading at seasonal times of the year. Blinds shall be raised when the sun intensity has receded.

Authority: LUC 20.25A.070.D.4.2.6 and 20.30F.145
Reviewer: Antoinette Pratt, Land Use

- 13. Planting in Right-of-Way/Streetscape:** Planting shall be done according to the Parks Department Best Management Practices and Design Standards in place at the time of construction. A Parks Department representative shall be on-site to inspect street trees **prior to planting** and **at the time of planting** to observe the installation. Contact Parks Department Resource Management at (425) 452-6855 at least 24 hours before planting to schedule the inspection.

Authority: LUC 20.25A.060.B
Reviewer: Tom Kuykendall, Parks Department
Antoinette Pratt, Land Use

- 14. Planting Strip/Right-of-Way Irrigation:** The irrigation system for all street trees and landscaping within the right-of-way shall be on a separate water meter and controller that can be accessed 24 hours a day by the City of Bellevue. Include automatic operation and rain sensors to override the automatic cycle if needed. Coordinate the exact location and design with the Parks Department prior to irrigation installation. Parks Department contacts are the following:

- * Tom Kuykendall, tkuykendall@bellevuewa.gov or (425) 452-7925; or
- * Merryn Hearn, mhearn@bellevuewa.gov or (425) 452-4100

- No drip irrigation will be allowed within any City right-of-way.
- Schedule 40 irrigation pipe is required.
- There shall be a minimum 4-inch diameter sleeve under all new sidewalks and driveways.

- If the irrigated area exceeds 500 square feet then the landscape irrigation budgeting section of the Water Code applies.
- Electrical connections for lighting in tree wells or planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. As-built drawings shall be submitted to the City of Bellevue Parks Department and Land Use. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk.

Authority: BCC 24.02.205, LUC 20.25A.060.B
Reviewer: Antoinette Pratt, Land Use

15. **Improvement to Public Park Property:** The applicant has been working with the Parks Department regarding the improvement of public park property. As a condition of this approval, the applicant will need to either provide a bond or complete the required improvements identified by the Parks Department in the amount valued in Section IV.2.

Authority: LUC 20.25A.070.D.4.4
Reviewer: Antoinette Pratt, Land Use

E. PRIOR TO ISSUANCE OF SIGN PERMITS

1. **Signage:** All signage shall be pedestrian oriented. A comprehensive sign package shall be submitted to DSD for review and approval prior to issuance of any sign permits. The sign package plans, elevations, and other sketches shall include but are not limited to:
- a. Location
 - b. Lighting
 - c. Color Palette
 - d. Material
 - e. Design (No cabinet or can signs are permitted)

Signage shall be the minimum size necessary to convey information and shall be architecturally compatible and integrated with the building. See Sign Code limitations or other design criteria. Design review of individual signs and compliance with the approved sign package will occur through review of each sign permit application.

Authority: LUC 20.25A.170.7, LUC 20.30F, BCC 22B
Reviewer: Antoinette Pratt, Land Use

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4)				
DOWNTOWN (DT) - PROJECT LIMIT LUC 20.25A.020	63,675			
LAND USE DISTRICT PER LUC 20.25A.010	DOWNTOWN-OFFICE 1 (DNTN-O-1): OFFICE, MISCELLANEOUS RETAIL			
BUILDING TYPE PER LUC 20.25A.060 FOOTNOTE (2)	RESIDENTIAL: NOT APPLICABLE NONRESIDENTIAL ABOVE GRADE PARKING: NOT APPLICABLE			
DIMENSIONAL REQUIREMENTS (LUC 20.25A.060)				
ITEM	PERMITTED / REQUIRED	PROPOSED	CODE SECTION / COMMENTS / CONDITIONS	REFERENCE SHEET
MINIMUM TOWER SETBACK FROM INTERIOR PROPERTY LINE(S) ABOVE 80 FT IF BUILDING EXCEEDS 100 FT. LUC 20.25A.060.A.4	20' THIS APPLIES TO THE SOUTHERN AND EASTERN PROPERTY BOUNDARIES	DEED RELATED 75' TOWER SETBACK TO ADJACENT TOWERS ON SOUTHERN PROPERTY BOUNDARY, 158'-10" SETBACK ON EAST PROPERTY BOUNDARY.	LUC 20.25A.060.A.4 INCLUDING FOOTNOTE (14): APPLIED FROM INTERIOR PROPERTY LINES ONLY	
MAXIMUM FLOOR PLATE ABOVE 40 FT.	NON-RESIDENTIAL: 24,000 GSF/F	22,885 GSF	LUC 20.25A.060.A.4 INCLUDING FOOTNOTE (4): SEE PARAGRAPH B OF THIS SECTION FOR EXCEPTIONS TO THE MINIMUM STEPBACK AND MAXIMUM BUILDING FLOOR PLATE REQUIREMENTS.	
MEASURED IN "FLOOR PLATE" GSF/F				
MAXIMUM FLOOR PLATE ABOVE 80 FT.	NON-RESIDENTIAL: 24,000 GSF/F	22,885 GSF	LUC 20.25A.060.A.4 AND LUC 20.25A.075 INCLUDING FOOTNOTE (4): SEE PARAGRAPH B OF THIS SECTION FOR EXCEPTIONS TO THE MINIMUM STEPBACK AND MAXIMUM BUILDING FLOOR PLATE REQUIREMENTS.	
MEASURED IN "FLOOR PLATE" GSF/F				
MAXIMUM LOT COVERAGE BY STRUCTURE	NON-RESIDENTIAL: 100%	NON-RESIDENTIAL: 100%	LUC 20.25A.060.A.4 INCLUDING FOOTNOTE (13)	
FLOOR AREA RATIO:	BASE 7.2 (458,400 GFA) MAX. 8 (509,400 GFA)	514,373 GFA ; 508,185 FAR		
BASE BUILDING HEIGHT	NON-RESIDENTIAL: 345'	324'-7"		
MEASURED FROM AVERAGE FINISHED GRADE		324'-7" (HIGHEST POINT - MEASUREMENT INCLUDES MECH EQUIPMENT & ELEV OVERRUN) AVERAGE GRADE: 160'-7"		
MAXIMUM BUILDING HEIGHT WITH MECHANICAL EQUIPMENT	800 FT 800 FT			
MEASURED FROM AVERAGE FINISHED GRADE DT-BUILDING HEIGHT				
BUILDING TRIGGER FOR ADDITIONAL HEIGHT	NON-RESIDENTIAL: 345' (7) (20) - HOWEVER, ON THE PEDESTRIAN CORRIDOR, PER FOOTNOTE (20), THE TRIGGER FOR NON-RESIDENTIAL IS 450'	345'		
BUILDING HEIGHT ABOVE TRIGGER HEIGHT	600 FT	0 FT		
TOWER SEPERATION ABOVE 80 FT WHERE BUILDING EXCEEDS 100 FT (MULTIPLE TOWER PROJECT ONLY)	NOT APPLICABLE	NOT APPLICABLE	PROJECT IS PROPOSING (1) TOWER	
ADDITIONAL DIMENSIONAL REQUIREMENTS IN DOWNTOWN PERIMETER OVERLAYS NOT APPLICABLE AS PROPERTY IS NOT LOCATED WITHIN A PERIMETER OVERLAY				
FAR EXEMPTIONS (LUC 20.25A.070.C)				
ITEM	PERMITTED / REQUIRED	PROPOSED	CODE SECTION / COMMENTS / CONDITIONS	REFERENCE SHEET
EXEMPTIONS FOR GROUND-LEVEL ACTIVE USES MEASURED IN GFA FOR FAR	ACTIVE USES MEETING "A" RIGHTS OF WAY EXEMPT	6,188 sf	LUC 20.25A.070.C.1	
STREET FRONTAGE AND LANDSCAPING (LUC 20.25A.090 & 110)				
ITEM	PERMITTED / REQUIRED	PROPOSED	CODE SECTION / COMMENTS / CONDITIONS	REFERENCE SHEET
SIDEWALK WIDTH MEASURED FROM BACK OF CURB OVERALL WIDTH: PLANTING STRIP OR TREE PIT: SIDEWALK WIDTH: LUC 20.25A.090	NE 8TH - 16'-0" OVERALL WIDTH + 6" CURB (INCLUDE 5'-0" WIDE PLANTER STRIP) 11'-0" MINIMUM WIDTH 106 AVE NE - 20'-0" OVERALL WIDTH + 6" CURB (INCLUDE TREE PIT(S)).	NE 8TH - 16'-0" OVERALL WIDTH + 6" CURB (INCLUDE 5'-0" WIDE PLANTER STRIP) 11'-0" MINIMUM WIDTH 106 AVE NE - 20'-0" OVERALL WIDTH + 6" CURB (INCLUDE 5'-0" WIDE PLANTER STRIP) 11'-0" MINIMUM WIDTH	"MEDIUM" MUST BE 2.5 CALIPER IN SIZE WHEN PLANTED. TREE SPACING (MEDIUM) IS 25 FEET AND TREES MUST BE AT LEAST 3 FEET FROM FACE OF CURB "LARGE" MUST BE 2.5 CALIPER IN SIZE WHEN PLANTED. TREE SPACING (LARGE) IS 30 FEET AND TREES MUST BE AT LEAST 3 FEET FROM FACE OF CURB	
LANDSCAPING - STREET TREE CALIPER & SPECIES	NE 8TH (106TH TO 112TH) PAC SUNSET MAPLE; ACER TRUNCATUM X PLATANOIDES 'WARRENRED' - MEDIUM 106TH (NE8TH TO NE 4TH) ELM; ULMUS AMERICANA 'JEFFERSON' - LARGE	NE 8TH (106TH TO 112TH) PAC SUNSET MAPLE; ACER TRUNCATUM X PLATANOIDES 'WARRENRED' - MEDIUM 106TH (NE8TH TO NE 4TH) ELM; ULMUS AMERICANA 'JEFFERSON' - LARGE		
LUC 20.25A.110				
VEHICULAR PARKING				
ITEM	PERMITTED / REQUIRED	PROPOSED	CODE SECTION / COMMENTS / CONDITIONS	REFERENCE SHEET
RESIDENTIAL: NOT APPLICABLE OFFICE: MIN - 2.0 PER 1000 NSF MAX - 2.7 PER 1000 NSF RETAIL IN A MIXED USE: MIN - 0 PER 1000 NSF MAX - 3 PER 1000 NSF RESTAURANT: MIN - 0 PER 1000 NSF MAX - 15 PER 1000 NSF TOTAL STALLS REQUIRED: 866 COMPACT STALLS: UP TO 50% OF REQUIRED PARKING STALLS. CALCULATION BASED OFF OF FAR: 509,400	PROPOSED MAXIMUM NSF 443,077 SF MIN. REQUIRED PARKING: 886 STALLS PROPOSED PARKING: 927 STALLS ON 6 GARAGE FLOOR PLATES. See Parking Calculation Tabular PROPOSED - 2.08 PER 1000 NSF Total Stalls Provided: 326 (Standard) 801 (Compact) 927 (Grand - Total) Note: 927 includes 19 accessible stalls Compact Stalls: Current plans include 64.83% of the total parking stall count to be compact stalls	LUC 20.25A.080.B PROVISIONS OF LUC 20.250.590 APPLY, EXCEPT AS THEY CONFLICT WITH THE DOWNTOWN PARKING CODE SECTION. FOOTNOTE (3) IS NOT APPLICABLE AS THIS PROPERTY IS NOT LOCATED WITHIN A PERIMETER OVERLAY.		
BICYCLE PARKING				
1 SPACE PER 10,000 NSF (NON-RESIDENTIAL) NET SF OFFICE: 443,077 SF NET SF RETAIL: 6,188 SF PROVIDED ON-SITE IN A SECURE LOCATION COVER SPACES, AT LEAST 50 PERCENT OF REQUIRED PARKING SHALL BE COVERED.	PROPOSED MAXIMUM NSF 443,077 NSF (OFFICE) BICYCLE PARKING PROVIDED 296 STALLS 100% COVERED BICYCLE PARKING PROVIDED GREEN FACTOR CALCULATION WORKSHEET: EXTERIOR OUTDOOR BIKE PARKING REQ'D: 16 EXTERIOR OUTDOOR BIKE PARKING PROVIDED: 18 (REF: SHEET LS 1.01) SHEET LS 1.01 FOR OUTDOOR BIKE PARKING			
REFUSE / RECYCLING / LOADING (LUC 20.25A.160 & LUC 20.250.590.K and 20.725)				
ITEM	PERMITTED / REQUIRED	PROPOSED	CODE SECTION / COMMENTS / CONDITIONS	REFERENCE SHEET
REFUSE & RECYCLING LUC 20.725 & 20.25A.160 RESIDENTIAL: OFFICE: RETAIL:	REQUIRED: NOT APPLICABLE 2 SF/1000 SF (886 SF REQUIRED) 5 SF/1000 SF (30.8 SF REQUIRED) SUBTOTAL: 916.8 SF REQUIRED NET SF OFFICE: 443,077 SF NET SF RETAIL: 6,188 SF XXX 10 FT x 55 FT DEDICATED LOADING SPACE	RECYCLE + TRASH AREAS - 1,723 SF PROPOSED, LOCATED WITHIN LOADING AREA AT LEVEL 1 (2) LOADING BAYS PROVIDED WITH 36" HIGH DOCK FOR REFUSE AND RECYCLING (1) 10 FT X 55 FT DEDICATED LOADING SPACE PROVIDED (2) 10 FT X 45.5 FT DEDICATED LOADING SPACE PROVIDED PROPOSED AREAS FOR REFUSE & RECYCLING EXCEED CITY OF BELLEVUE REQUIREMENTS PLEASE REFER TO SHEET GI-008 APPROVAL LETTER FROM REPUBLIC SERVICES		
LOADING AREA 20.250.590.K.4				

NE 8TH & 106TH - FAR AMENITY CALCULATIONS

Base Assumptions	
Site Area within property limits	63,675 sqft
Base FAR in DT-0-1	7.2
Max FAR in DT-0-1	8.0
Base FAR Area in DT-0-1	458,460.0
Max FAR in DT-0-1	509,400.0
Added FAR area available via Pedestrian Corridor	N/A
Added FAR area available via LEED Gold / Platinum Certification	N/A
Proposed project FAR (Square Footage)	509,400 sqft
Project FAR before Bonus Areas	N/A
Project FAR with Bonus Areas	N/A
Floor area above base height (345')	0,000 sqft
Floor area above base FAR	52,417 sqft
Maximum height measured from average grade	600 ft
Trigger for additional height measured from average grade	345 ft
Proposed Buiding Height	324.58 ft
Maximum floorplate above 40'	24,000 sqft
Maximum floorplate above Trigger Height	N/A

nbbj

Special Requirements Floor Area Ratio (FAR) and Amenity Incentive System Requirements

- FAR Exemption and Ground Level Active Uses**
 - Each square foot of ground level floor area of active uses that satisfies the requirements of LUC 20.25A.070.C and complies with the design provisions contained in the Downtown Parking Code shall be eligible for an exemption from calculation of the floor area of up to 1.0 FAR per LUC 20.25A.070.C.1.
 - The applicant is proposing 6,188 total gross square feet for restaurants and retail shops that meet the requirements to be considered exempt active uses. Therefore, 6,188 total gross square feet may be exempted from the overall gross floor area FAR for the project. Exempt ground level active uses must meet the definition of active use and be proposed and provide weather protection, points of interest, and transparency. Refer to Section VI below regarding the applicable design criteria. See project plan sheets GI-004, GI-006 and GI-007 for further information.
- Amenity Incentive System Calculations**
 - FAR - DNTN-01**
Site Area: 63,675 SF
(63,675 SF SITE AREA + 351.45' NORTH ROW Deduction) See Section B.1 for calculation of deduction.
Base FAR: 458,460 (2.5 FAR + 45,917.2)
Max FAR: 509,400 (8.0 FAR + 43,932.8)
Final GFA for FAR: 514,373 GFA (includes parking & mechanical areas)
Exempt GFA: 6,188 GFA (Ground Level Active Uses)
Final GFA for FAR: 514,373 GFA - 6,188 GFA = 508,185 (5.0 FAR)
 - Base FAR/Proposed FAR:**
Base FAR = 2.2 (2,027.5 + 2 = 432,450)
Proposed FAR: 7.98 FAR (508,185 divided by 63,675 = 7.98)
FAR above the Base FAR: 40.72 GFA (508,185 - 458,460)
 - Base Building Height/Proposed Building Height:**
Base Building Height: 345 feet
Proposed Building Height: 324.58 feet
Proposed Area Above Base Height: 0 GSF

Amenity Point Requirement Calculations:
+ FAR over Base FAR up to Max 0.5 FAR = 40.725 GFA
Amenity Points Needed: 40.725
Per LUC 20.25A.070.D.2.a, the applicant is required to provide the greater of the floor area above Base FAR, OR the floor area above Base Building Height, divided by two. Therefore, the applicant must provide 40.725 amenity points. See Sheets GI-006 and GI-004 - GI-044 for FAR Compliance.

FAR Amenity Points to Earn: 40.725
FAR Amenity Points Provided: 90.776

Amenity Proposed	Amenity Ratio	GF Amenity Provided	GF Amenity Required	Amenity Points Earned
Outdoor Plaza	0.3:1	3,086	28,718.4	
Improvement of Public Park Property	40:1000	58000	2,000.0	
Enhanced Streetlight	7:0:1	959	6,713.0	
Sustainability Certification	30:1:00	30,750	3,075.0	
Total		4,647	55,406.4	50,776.4

Recording:
Subject to LUC 20.25A.070.E, the total amount of bonus floor area earned through the Amenity Incentive System for a project is 40.725 square feet earned and used on-site, and the amount of bonus floor area to be utilized on-site for this project shall be recorded with the King County Recorder's Office or the applicant agency. A copy of the recorded document shall be provided to the Director. Therefore, a condition is included in Section 20.2 of the report requiring that the applicant record a copy of this approved bonus point calculation, signed drawing sheets GI-004, GI-006, GI-041-44 and GI-003 and conditions of this Ordinance become a condition of the project. See Section 20.2 of the report for more information.

FLOOR AREA RATIO CHART

FAR Calculations	Site Area	FAR SF	FAR, Ratio	Remarks
Site Area within Property Limits	63,675			
Base FAR in DT-0-1		458,460.0	7.2	
Max FAR in DT-0-1		509,400.0	8.0	
Total available FAR with bonus		509,400.0		
Project FAR with bonus areas			8.0	

FAR Available	FAR Consumed	FAR Exceeding
509,400	508,185	(1,215)

NOTE: PARKING EXEMPT FROM FAR. REFER TO FAR DIAGRAMS, GI-041 TO GI-044 FOR CALCULATIONS.

Parking Code Requirement - LUC 20.25A.080B

Use	Min. Ratio	Max. Ratio	Net SF (NSF)	Min.# Required	Max.# Allowed	Remarks
Office	2.0/1,000 NSF	2.7/1,000 NSF	443,077	886	1,196.3	
Retail in a Mixed Development	0/1,000 NSF	3/1,000 NSF	3079	0	9.2	Retail less than 20% of gross area of the development
Restaurant	0/1,000 NSF	15/1,000 NSF	3109	0	46.6	
Total Per Code				886	1,252	
Total Proposed				927		

BIKE PARKING STALLS CALCULATION

Use	Ratio	Net SF (NSF)	Min.# Required	Remarks
Office		443,077	44.3	
Retail in a Mixed Development	1/10,000 NSF	3079	0.3	
Restaurant		3109	0.3	
Total Per Code			45	
Total Proposed			296	76 wall mtd + 220 floor mtd

NE 8TH & 106TH GARAGE STALL COUNT										12/9/2020
	STANDARD STALLS			COMPACT STALLS			ACCESSIBLE STALLS			TOTALS:
	STANDARD	EVCS	EVCS	COMPACT	EVCS	ACC VAN	ACC	EVCS		
LEVEL P1	27	0	43	0	4	2	1	77		
LEVEL P2	47	3	99	13	0	2	0	164		
LEVEL P3	58	3	99	13	0	2	0	175		
LEVEL P4	60	3	100	13	0	2	0	178		
LEVEL P5	64	0	112	0	0	2	0	178		
LEVEL P6	42	0	109	0	0	4	0	155		
TOTALS:	298	9	562	39	4	14	1	927		
STANDARD & ACC	TOTAL STALLS			326	35.17%					
COMPACT	TOTAL STALLS			601	64.83%					
TOTAL	TOTAL STALLS			927	100.00%					
EVCS	TOTAL STALLS			49	5.29%			THIS IS PART OF THE STALL COUNT		

REVISIONS

MARK	DATE	DESCRIPTION
2	1/12/21	ADR REVISION 02
1	9/11/20	ADR REVISION 01

SCALE PROJECT ARCHITECT
NBBJ

PROJECT NUMBER 102415.02

SHEET ISSUE DATE 09/11/20

SHEET NAME

LAND USE CODE
SUMMARY

SHEET NUMBER

GI-004

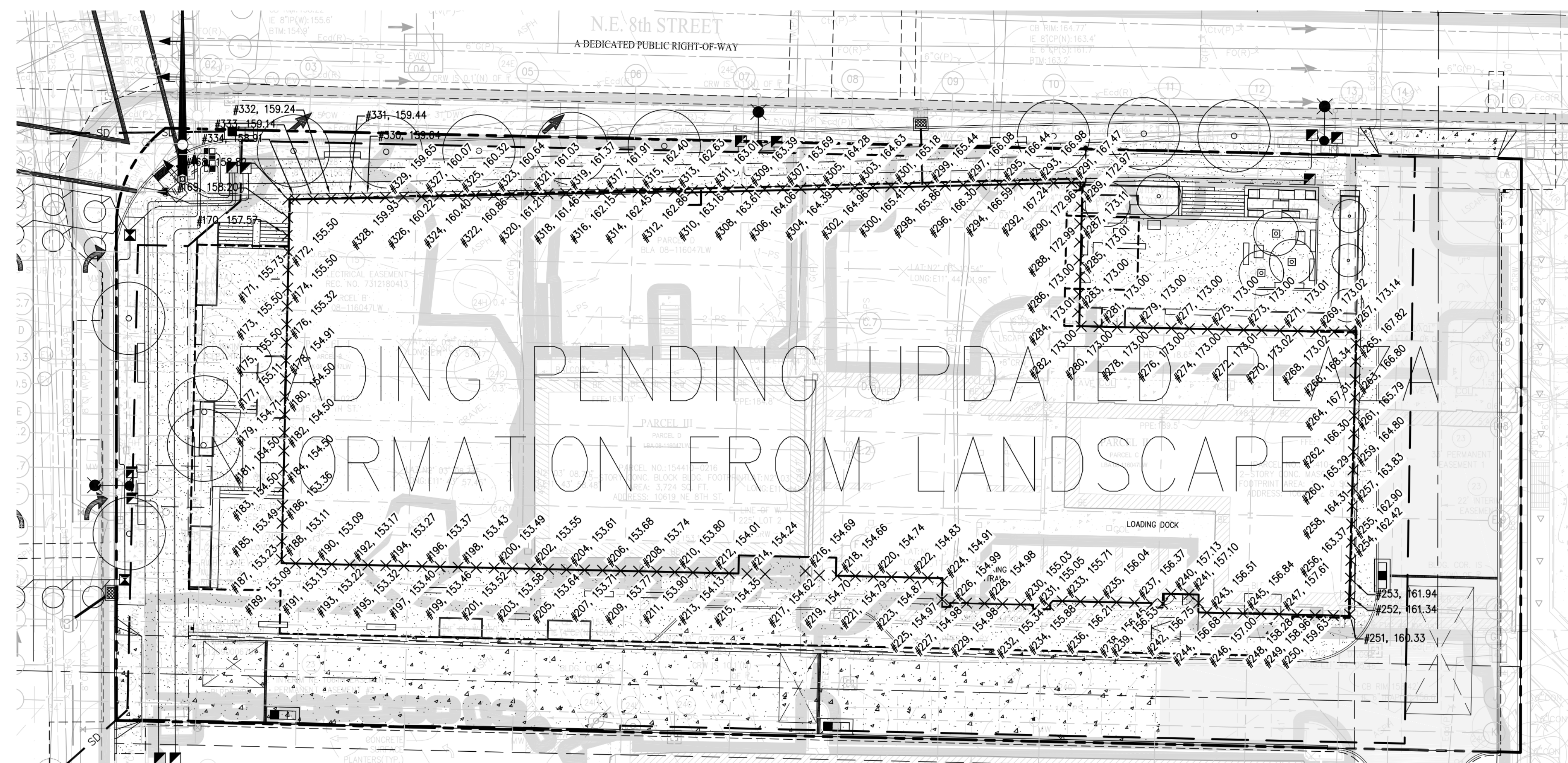
[illegible]

SCALE	PROJECT ARCHITECT NBBJ
PROJECT NUMBER	102415.02
SHEET ISSUE DATE	09/11/20

LAND USE
CODE-AVERAGE
GRADE

SHEET NUMBER
GI-005

Point Number	Northing	Easting	Point Elevation (ft)
168	22811.266	1303698.695	158.825
169	228136.268	1303698.582	158.197
170	228131.669	1303698.469	157.568
171	228126.714	1303698.819	155.725
172	228121.715	1303698.706	155.500
173	228116.716	1303698.592	155.500
174	228111.718	1303698.479	155.500
175	228106.719	1303698.366	155.500
176	228101.720	1303698.253	155.500
177	228096.721	1303698.139	155.114
178	228091.723	1303698.025	154.910
179	228086.724	1303697.912	154.706
180	228081.725	1303697.799	154.502
181	228076.727	1303697.685	154.500
182	228071.728	1303697.572	154.500
183	228066.729	1303697.458	154.500
184	228061.730	1303697.345	154.500
185	228056.732	1303697.232	153.487
186	228051.733	1303697.118	153.487
187	228046.734	1303697.005	153.234
188	228041.736	1303696.891	153.3
189	228040.605	1303700.826	153.086
190	228040.492	1303705.825	153.093
191	228040.378	1303710.824	153.130
192	228040.265	1303715.822	153.170
193	228040.152	1303720.821	153.216
194	228040.038	1303725.820	153.266
195	228039.925	1303730.818	153.316
196	228039.811	1303735.817	153.366
197	228039.698	1303740.816	153.399
198	228039.585	1303745.815	153.429
199	228039.471	1303750.813	153.460
200	228039.358	1303755.812	153.491
201	228039.244	1303760.811	153.522
202	228039.131	1303765.809	153.553
203	228039.018	1303770.808	153.583
204	228038.904	1303775.807	153.614
205	228038.791	1303780.805	153.645
206	228038.677	1303785.804	153.676
207	228038.564	1303790.803	153.707
208	228038.451	1303795.802	153.737
209	228038.337	1303800.800	153.768
210	228038.224	1303810.799	153.799
211	228038.110	1303810.798	153.902
212	228037.997	1303815.796	154.015
213	228037.884	1303820.795	154.128
214	228037.770	1303825.794	154.241
215	228037.657	1303830.793	154.355
216	228037.543	1303835.792	154.468
217	228037.430	1303840.789	154.619
218	228037.317	1303850.788	154.660
219	228037.204	1303855.786	154.702
220	228036.976	1303860.785	154.744
221	228036.863	1303865.784	154.785
222	228036.750	1303870.782	154.827
223	228036.636	1303875.781	154.869
224	228036.665	1303879.882	154.910
225	228036.666	1303879.769	154.969
226	228036.257	1303890.018	155.085
227	228029.640	1303886.542	154.980
228	228029.527	1303891.541	154.980
229	228029.414	1303896.539	154.981
230	228029.300	1303901.538	155.030
231	228028.047	1303905.344	155.053
232	228028.999	1303909.324	155.336
233	228030.206	1303913.061	155.712
234	228030.092	1303918.060	155.877
235	228029.979	1303923.059	156.047
236	228029.866	1303928.058	156.217
237	228029.752	1303933.056	156.372
238	228029.327	1303937.736	156.455
239	228029.477	1303940.843	156.526
240	228032.191	1303943.140	157.133
241	228032.077	1303948.139	157.1



5' INTERVAL AVERAGE GRADE SPOT ELEVATIONS

$$1^* = 20$$

E

291	228145.871	1030915.624	167.468
292	228145.765	1030910.625	167.244
293	228145.659	1030905.626	166.978
294	228145.553	1030900.627	166.585
295	228145.447	1030895.629	166.443
296	228145.340	1030890.630	166.305
297	228145.234	1030885.631	166.080
298	228145.128	1030880.632	165.856
299	228145.022	1030875.633	165.438
300	228144.916	1030870.634	165.007
301	228144.810	1030865.635	165.182
302	228144.704	1030860.636	164.958
303	228144.598	1030855.638	164.631
304	228144.492	1030850.639	164.392
305	228144.386	1030845.640	164.284
306	228144.279	1030840.641	164.060
307	228144.173	1030835.642	163.688
308	228144.067	1030830.643	163.611
309	228143.961	1030825.644	163.387
310	228143.855	1030820.645	163.163
311	228143.749	1030815.647	163.009
312	228143.643	1030810.648	162.863
313	228143.537	1030805.649	162.625
314	228143.431	1030800.650	162.448
315	228143.325	1030795.651	162.397
316	228143.218	1030790.652	162.153
317	228143.112	1030785.653	161.909
318	228143.006	1030780.654	161.462
319	228142.900	1030775.656	161.369
320	228142.794	1030770.657	161.107
321	228142.688	1030765.658	161.033
322	228142.582	1030760.659	160.861
323	228142.476	1030755.660	160.641
324	228142.370	1030750.661	160.397
325	228142.264	1030745.662	160.316
326	228142.158	1030740.663	160.221
327	228142.051	1030735.665	160.075
328	228141.945	1030730.666	159.928
329	228141.839	1030725.667	159.687
330	228141.733	1030720.668	159.205
331	228141.627	1030715.669	159.442
332	228141.521	1030710.670	159.238
333	228141.415	1030705.671	159.143
334	228141.308	1030700.672	158.915

Avg Elevation (ft)	160.57
--------------------	--------

75% THESE SECTIONS MUST CONSTITUTE 75% OF THE AMNEITY POINTS ACHIEVED -



LUC COMPLIANCE SUMMARY

PEDESTRIAN STREETS - "A" RIGHTS-OF-WAY LENGTH OF NE 8TH ST FRONTAGE = 220 FT.

TOTAL LENGTH W/O EXIT STAIR = $220' - 6.5' = 213.5'$
LENGTH OF ACTIVE USE = $109.5 + 104 = 213.5'$
TOTAL ACTIVE USE PROVIDED = $213.5 / 213.5 = 100\%$
TOTAL REQUIRED = 100%

TOTAL LENGTH OF CANOPY = $25' + 20' + 20' = 185'$
WEATHER PROTECTION PROVIDED = $185 / 220 = 84.1\%$
TOTAL REQUIRED = 75%

TOTAL AREA BETWEEN 2'-6" AND 8'-0" = 1,210 SF
TRANSPARENT AREA BETWEEN 0'-3" AND 8'-0" = 936 SF
TRANSPARENT AREA PROVIDED = $936 / 1,210 = 77.3\%$
TOTAL REQUIRED = 75%

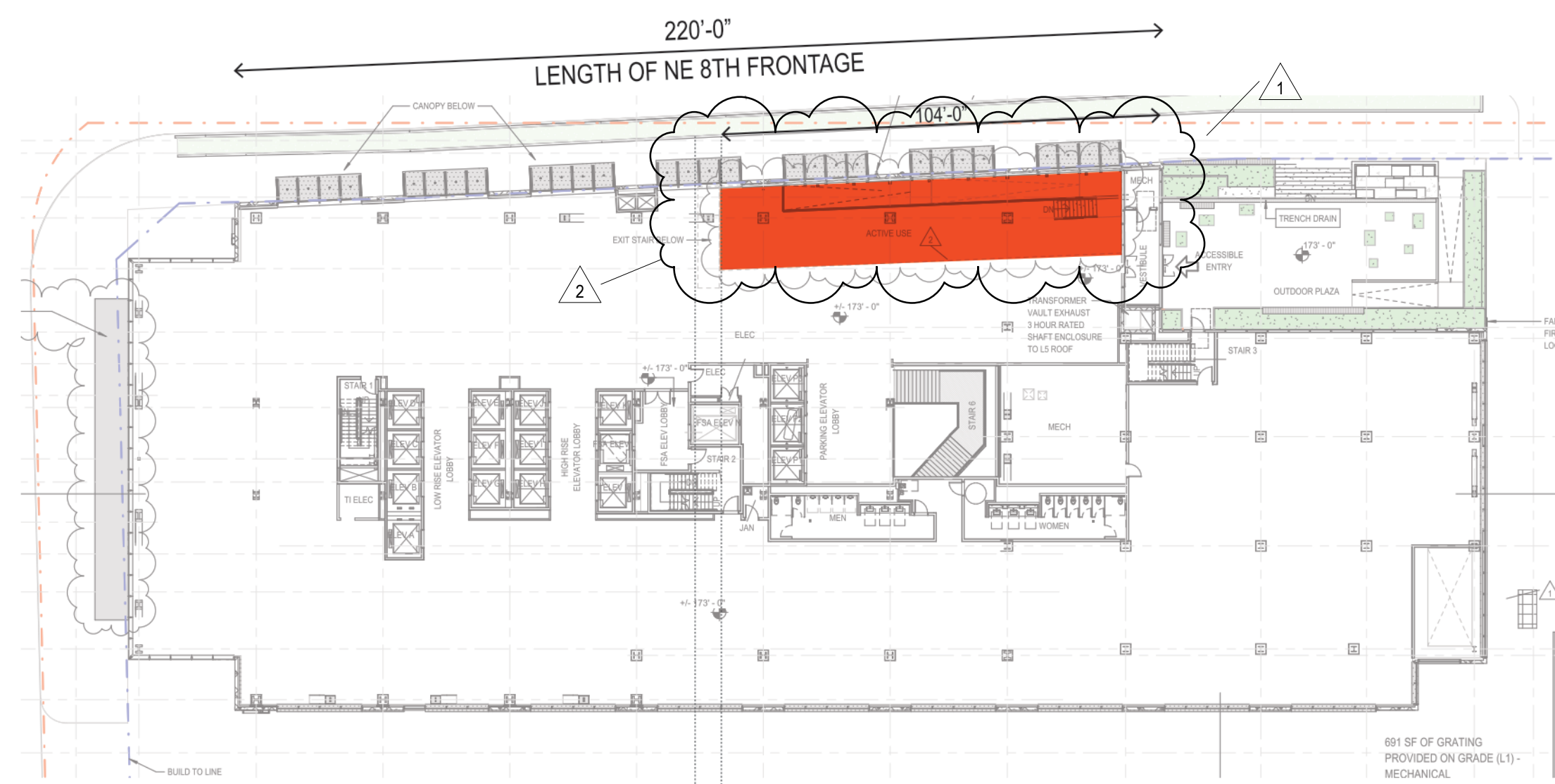
NOTE: REFER TO ADMINISTRATIVE DESIGN DEPARTURE
REQUEST - TRANSPARENCY AT NE 8TH STREET FRONTAGE

PEDESTRIAN STREETS - "A" RIGHTS-OF-WAY LENGTH OF 106TH AVE NE FRONTAGE = 100.5 FT.

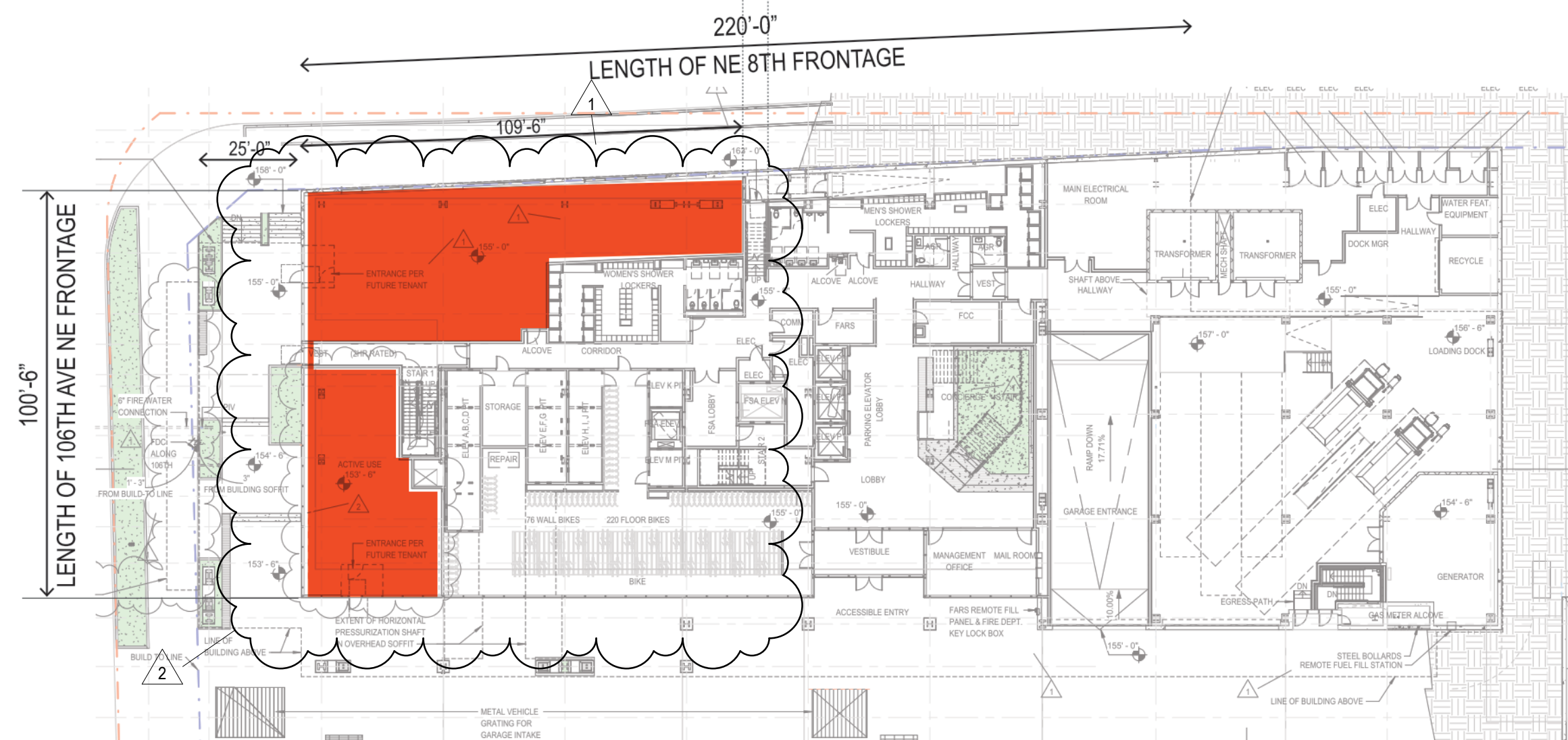
LENGTH OF ACTIVE USE = $76.5' + 24' = 100.5'$
TOTAL ACTIVE USE PROVIDED = $100.5 / 100.5 = 100\%$
TOTAL ACTIVE USE REQUIRED = 100%

TOTAL LENGTH OF CANOPY = 76'
WEATHER PROTECTION = $76 / 100.5 = 75.6\%$
TOTAL REQUIRED = 75%

TOTAL AREA BETWEEN 2'-6" AND 8'-0" = 551 SF
TRANSPARENT AREA BETWEEN 2'-6" AND 8'-0" = 477 SF
TRANSPARENT AREA = $477 / 551 = 86.5\%$
TOTAL REQUIRED = 75%

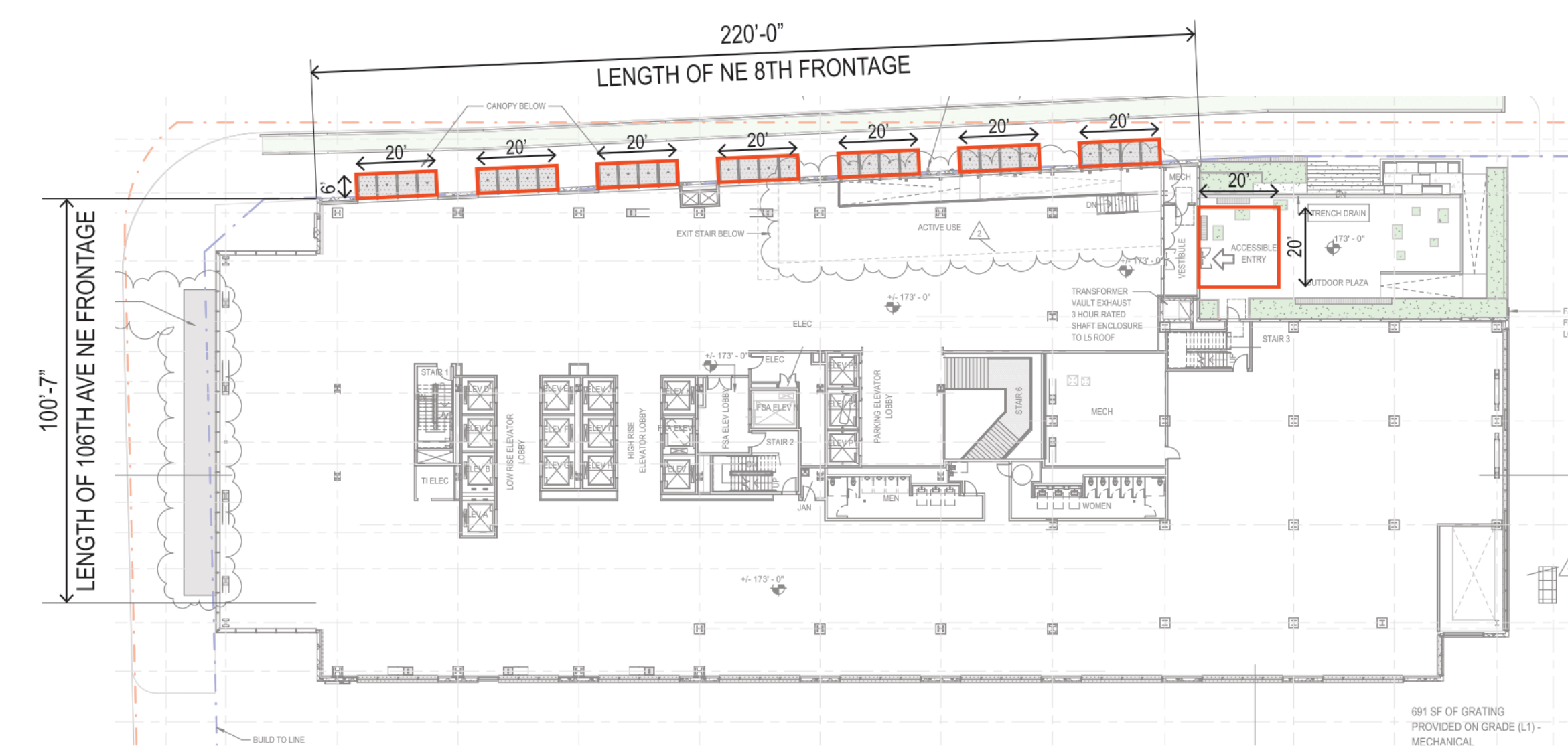


LEVEL 2 (AT GRADE NE 8TH ST)



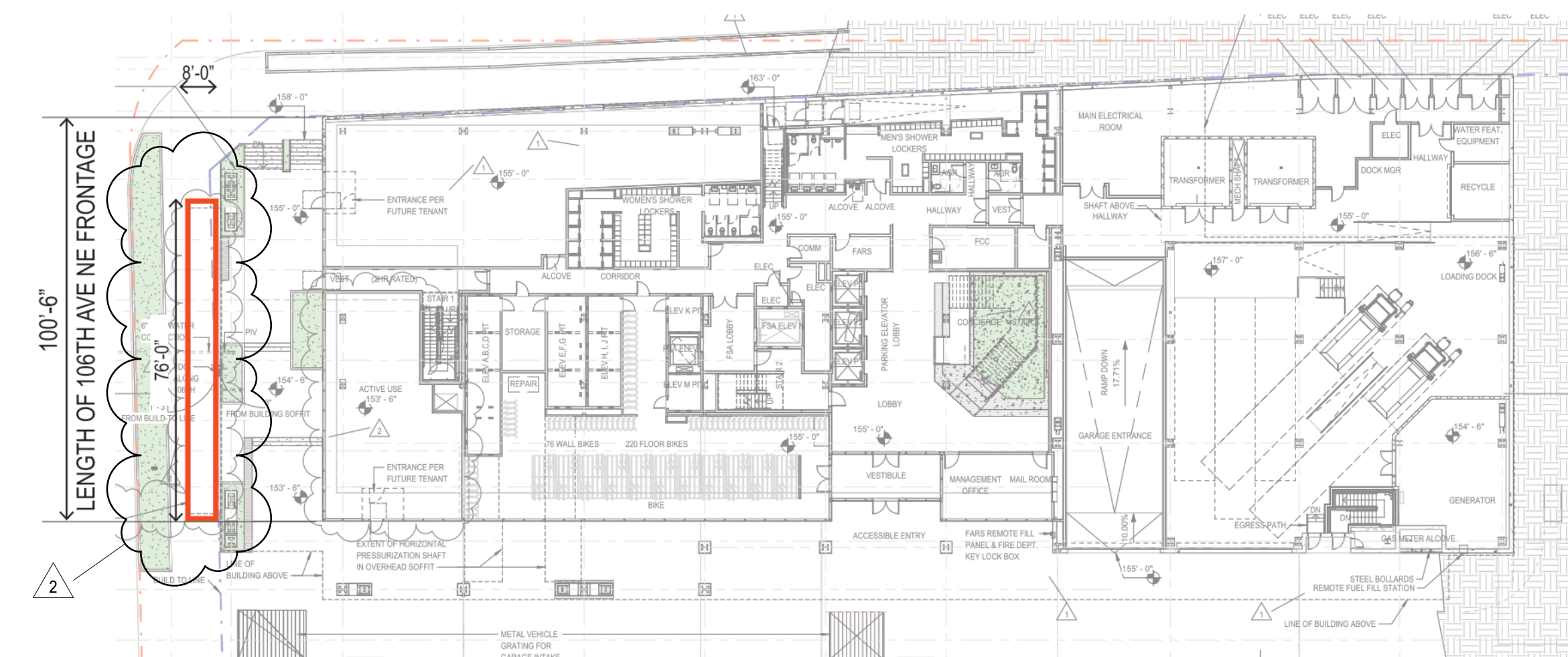
LEVEL 1 (AT GRADE 106TH AVE NE)

1 ACTIVE USE DIAGRAM



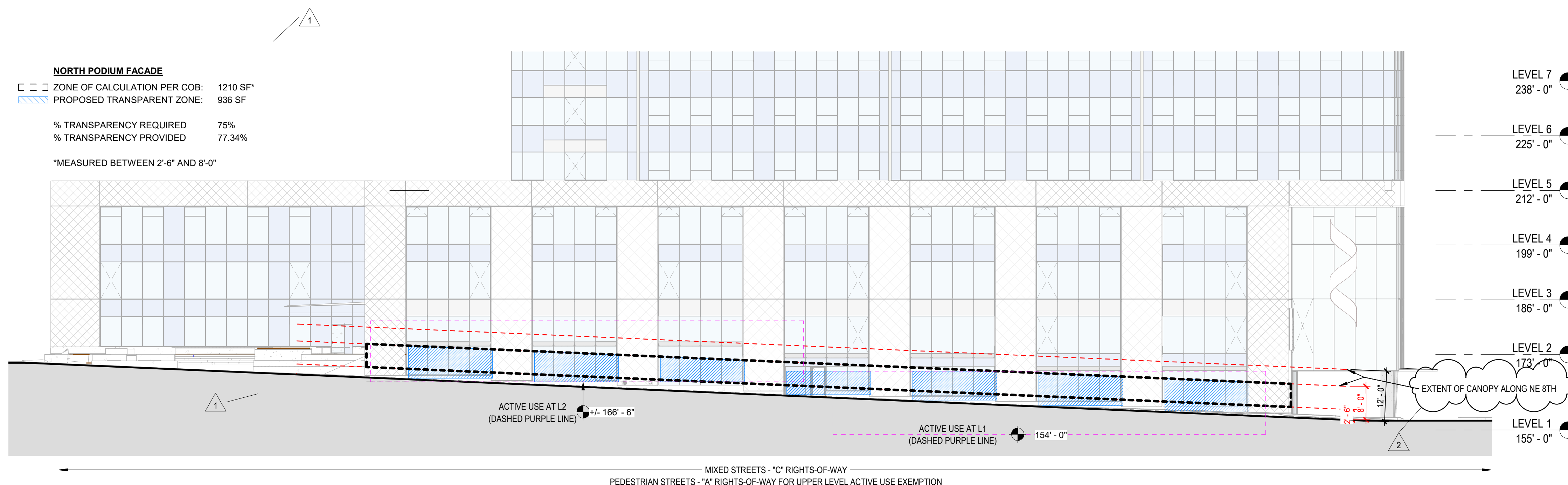
LEVEL 2 (AT GRADE NE 8TH ST)

SEE AE-201 AND AE-204 FOR CANOPY
ELEVATION FROM FINISH GRADE

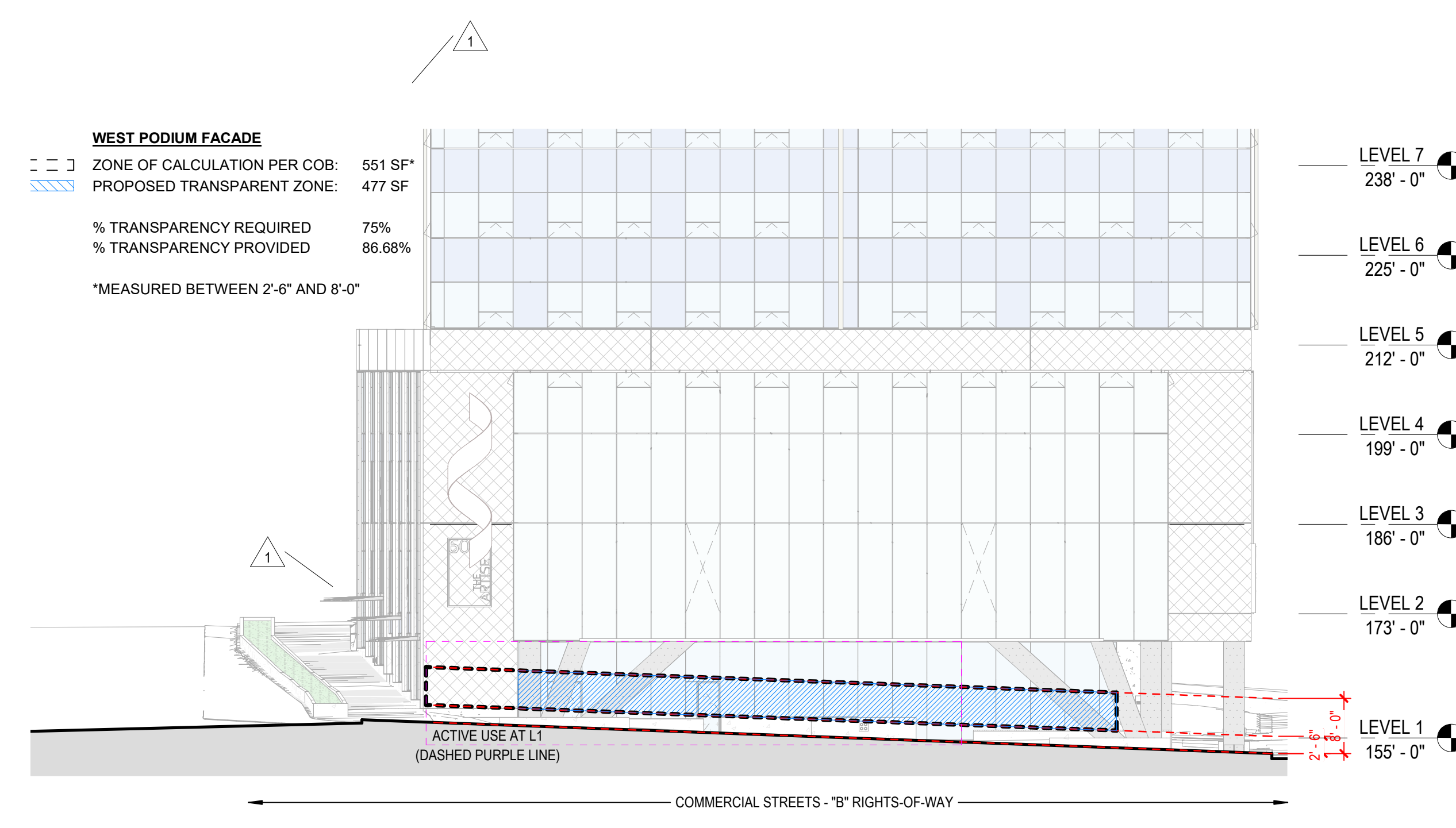


LEVEL 1 (AT GRADE 106TH AVE NE)

3 WEATHER PROTECTION DIAGRAM



2 STREET FRONTAGE ELEVATION - NE 8th STREET



4 STREET FRONTAGE ELEVATION - 106th AVE NE



THE ARTISE

NE 8th & 106th
Bellevue

ADMINISTRATIVE
DESIGN REVIEW
#20-109940

JANUARY 12, 2021

REVISIONS		
MARK	DATE	DESCRIPTION
1	9/11/20	ADR REVISION 01
2	1/12/21	ADR REVISION 02
3	9/11/20	ADR REVISION 01
4	9/11/20	ADR REVISION 01
5	9/11/20	ADR REVISION 01
6	9/11/20	ADR REVISION 01
7	9/11/20	ADR REVISION 01
8	9/11/20	ADR REVISION 01
9	9/11/20	ADR REVISION 01
10	9/11/20	ADR REVISION 01
11	9/11/20	ADR REVISION 01
12	9/11/20	ADR REVISION 01
13	9/11/20	ADR REVISION 01
14	9/11/20	ADR REVISION 01
15	9/11/20	ADR REVISION 01
16	9/11/20	ADR REVISION 01
17	9/11/20	ADR REVISION 01
18	9/11/20	ADR REVISION 01
19	9/11/20	ADR REVISION 01
20	9/11/20	ADR REVISION 01






SHEET NAME
**LAND USE CODE
SUMMARY -
TRANSPARENCY,
CANOPY &
ACTIVE USE
GI-007**



INCLUDED IN FAR —

PODIUM
LOW RISE
HIGH RISE

— EXCLUDED FROM FAR

-  FAR EXCLUSION - MEP
-  FAR EXCLUSION - PARKING
-  FAR EXCLUSION - MEP BG
-  FAR EXCLUSION - STORAGE BG
-  FAR EXCLUSION - SEE NOTES

- MECHANICAL ROOMS (INCLUDING WATER TANK ROOMS, FCC, etc.)
- ELECTRICAL ROOMS (INCLUDING TRANSFORMER ROOMS, SWITCH GEAR ROOMS, etc.)
- COMM / TELE-DATA ROOMS
- ELEVATOR MACHINE ROOMS
- STAIRWAYS
- ELEVATOR SHAFTS
- VENT SHAFTS
- OUTDOOR COURTS
- INTERIOR ATRIUM
- EXTERIOR BALCONIES
- ENCLOSED BIKE PARKING
- CORE WALLS SURROUNDING EXEMPT SPACE
(FOR CALCULATION OF DEVELOPMENT DENSITY)

LEVEL	AREA	NAME
X4.1	5763 SF	PODIUM
LEVEL 2	27368 SF	PODIUM
LEVEL 3	28043 SF	PODIUM
LEVEL 4	9372 SF	PODIUM
LEVEL 5	19688 SF	LOW RISE
LEVEL 6	19502 SF	LOW RISE
LEVEL 7	19597 SF	LOW RISE
LEVEL 8	19689 SF	LOW RISE
LEVEL 9	19674 SF	LOW RISE
LEVEL 10	19543 SF	LOW RISE
LEVEL 11	19681 SF	LOW RISE
LEVEL 12	19683 SF	LOW RISE
LEVEL 13	19598 SF	LOW RISE
LEVEL 14	19548 SF	LOW RISE
LEVEL 15	19577 SF	LOW RISE
LEVEL 16	19566 SF	HIGH RISE
LEVEL 17	19153 SF	HIGH RISE
LEVEL 18	20040 SF	HIGH RISE
LEVEL 19	20346 SF	HIGH RISE
LEVEL 20	20396 SF	HIGH RISE
LEVEL 21	20206 SF	HIGH RISE
LEVEL 22	20301 SF	HIGH RISE
LEVEL 23	20307 SF	HIGH RISE
LEVEL 24	20368 SF	HIGH RISE
LEVEL 25	20368 SF	HIGH RISE
TOTAL FAR	538185 SF	

23 YALE AVENUE NORTH
SEATTLE, WASHINGTON 98109
PHONE 206 223 5555
www.nbbj.com



NE 8th & 106th
Bellevue

ADMINISTRATIVE
DESIGN REVIEW
#20-109940

JANUARY 12, 2021

[illegible]

2	1/12/21	ADR REVISION 02
1	9/11/20	ADR REVISION 01

SCALE	PROJECT ARCHITECT
As indicated	NBBJ

PROJECT NUMBER	102415.02
----------------	-----------

MEET ISSUE DATE 09/11/20

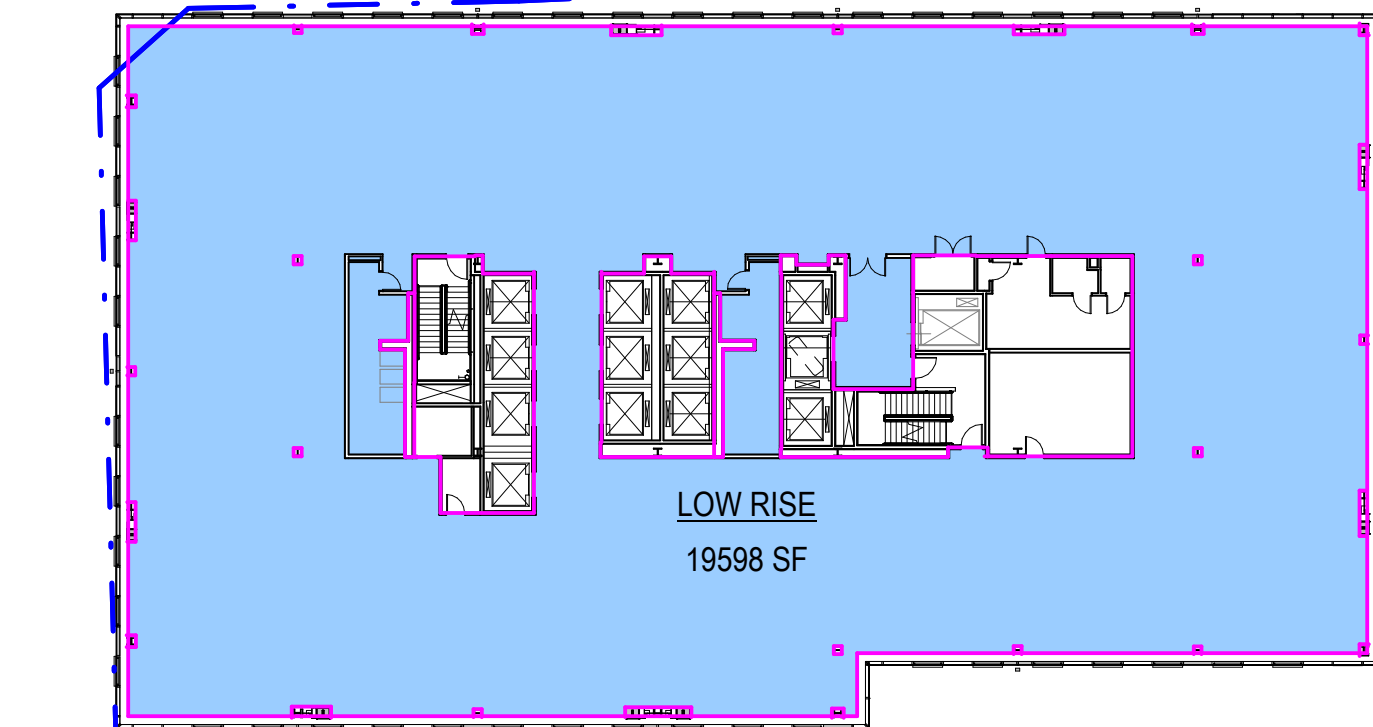
SHEET NAME

AREA PLANS, FAR

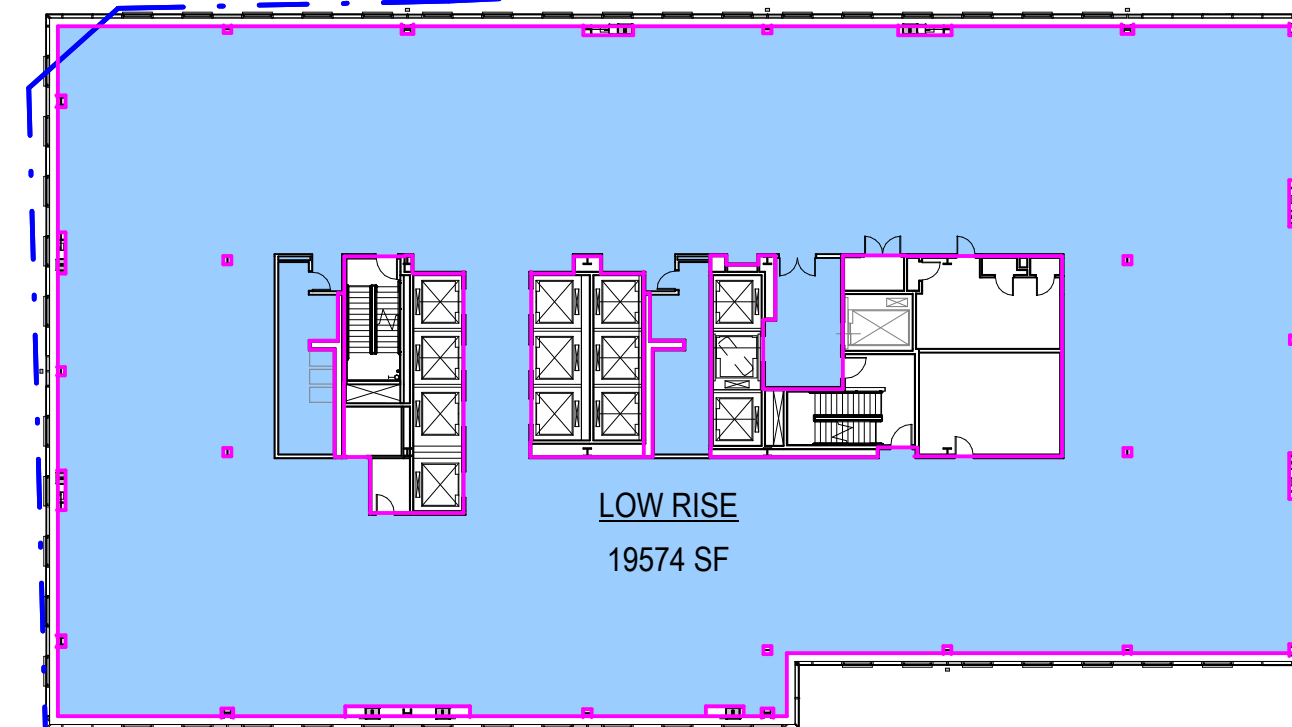
SHEET NUMBER

GI-041

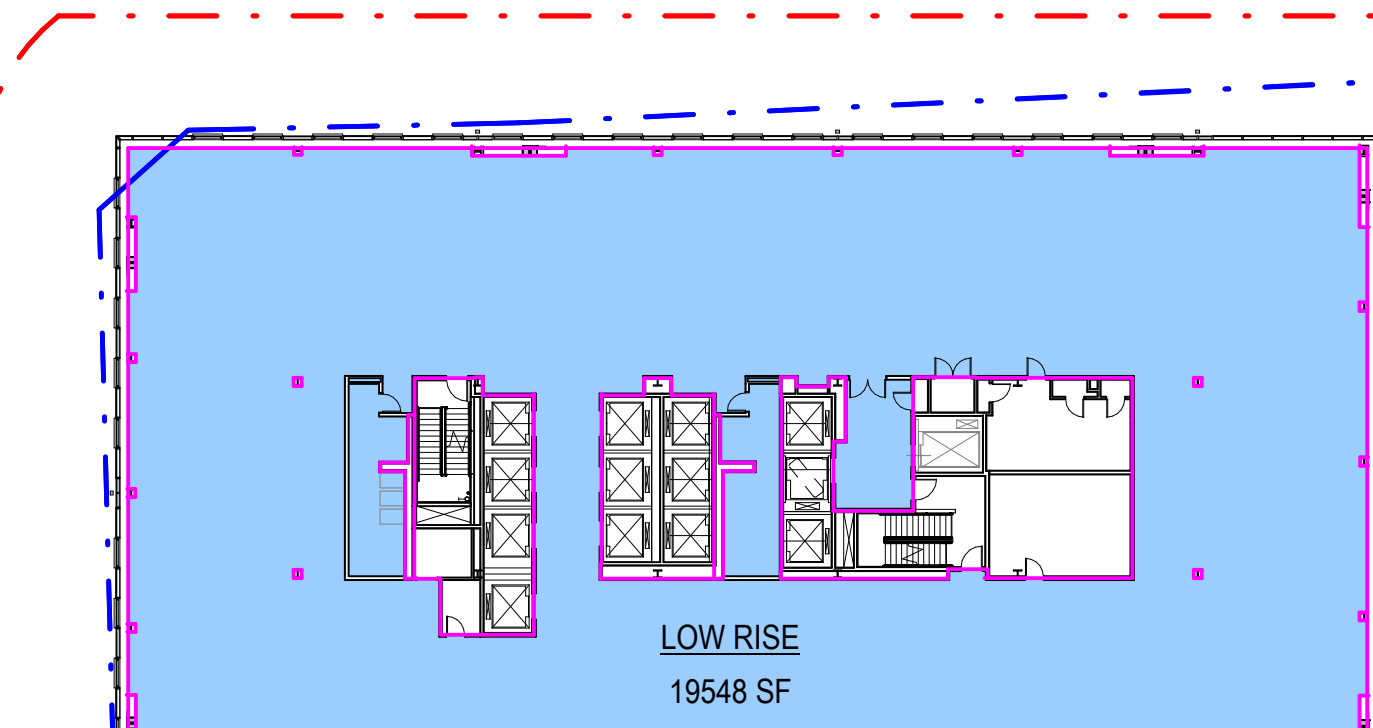
SHEET OF 250



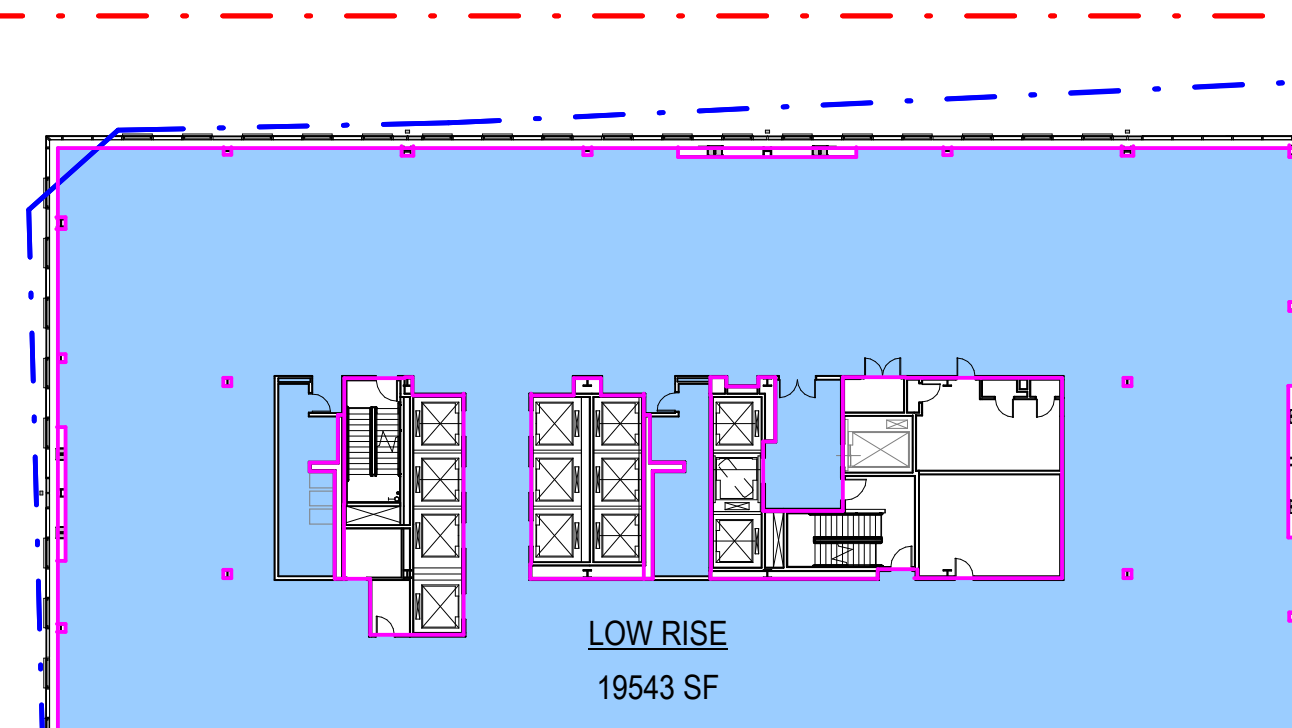
L13 FLOOR PLAN



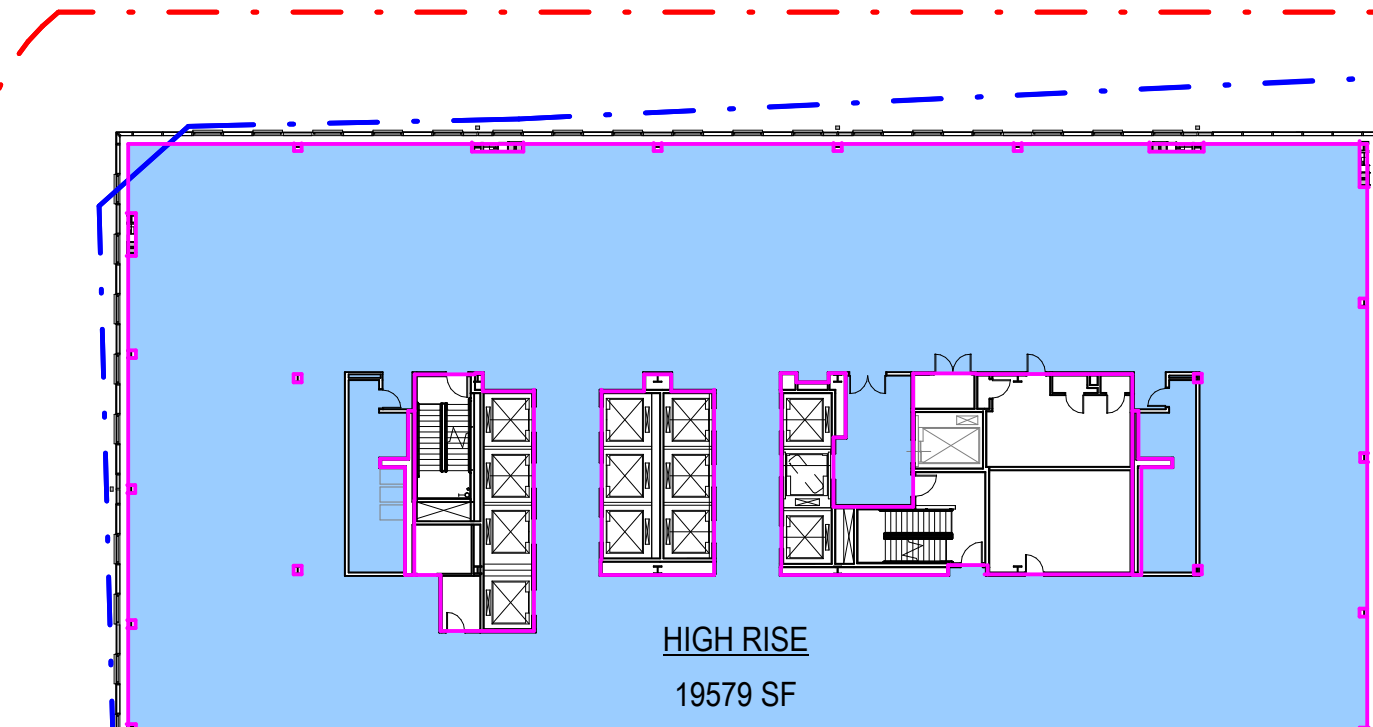
L9 FLOOR PLAN



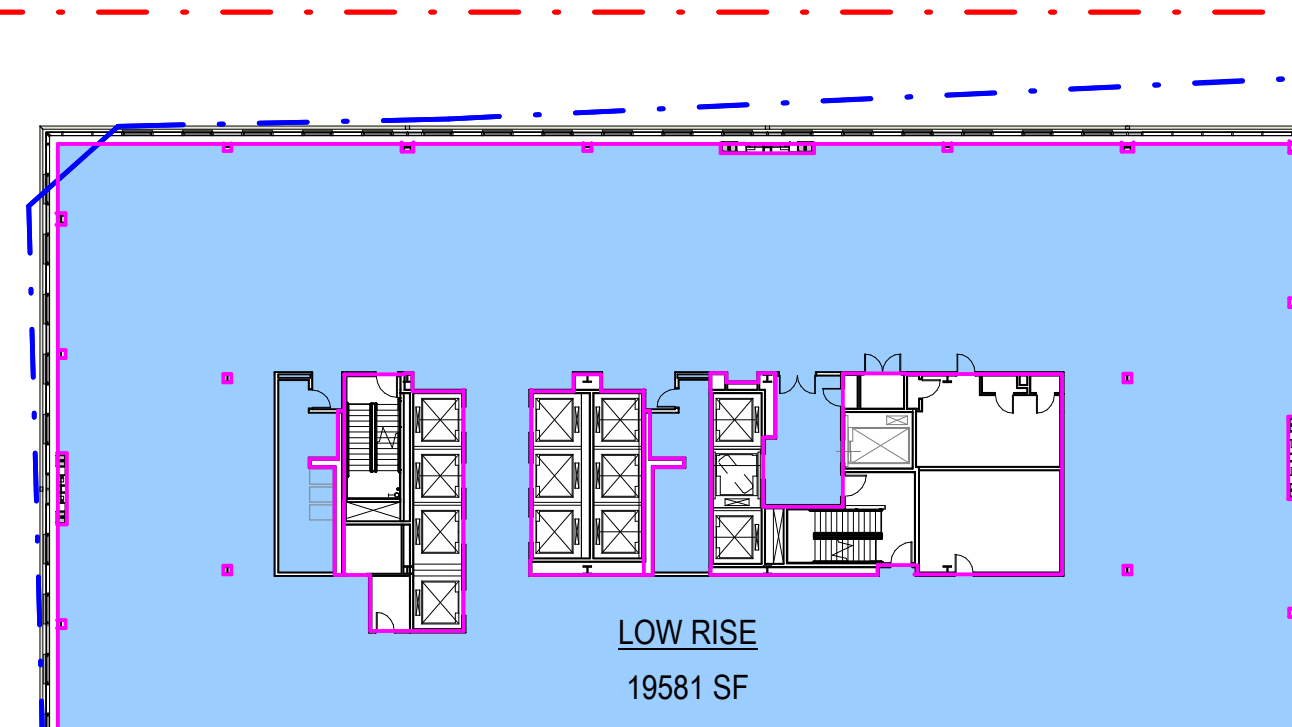
L14 FLOOR PLAN



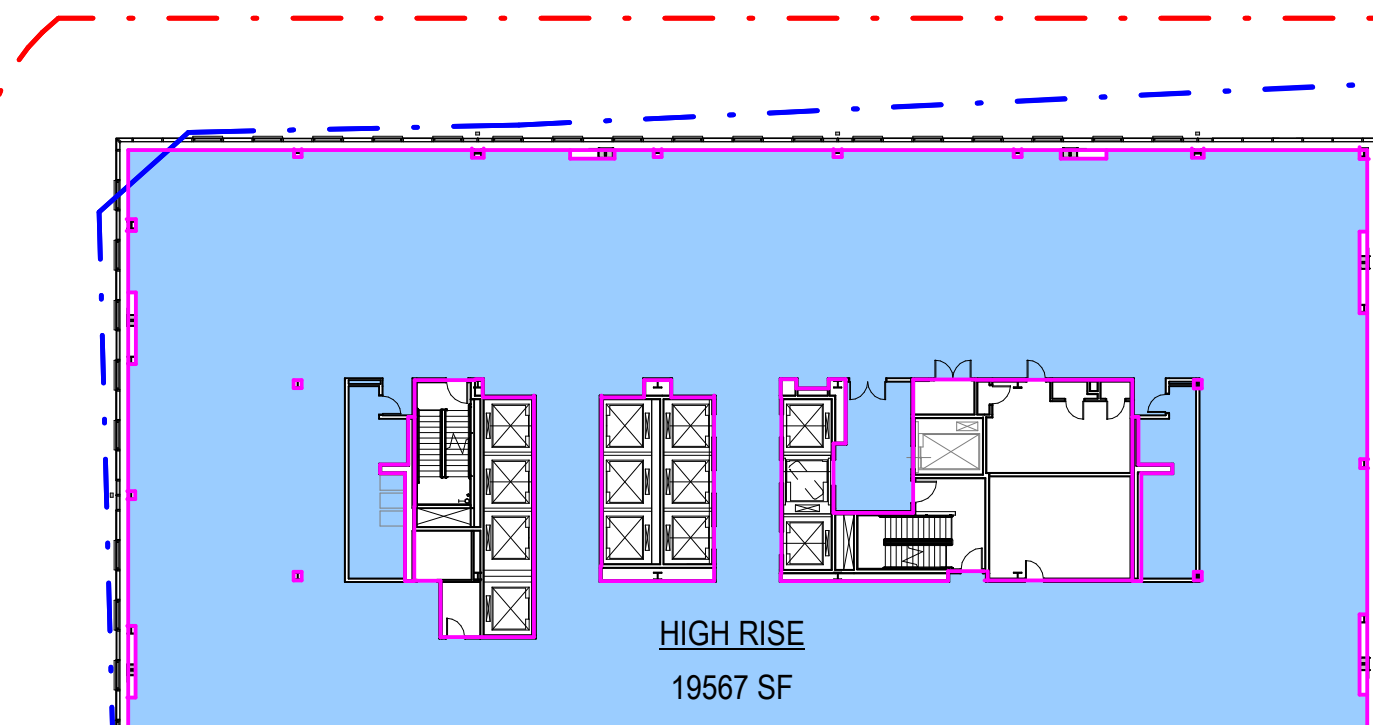
L10 FLOOR PLAN



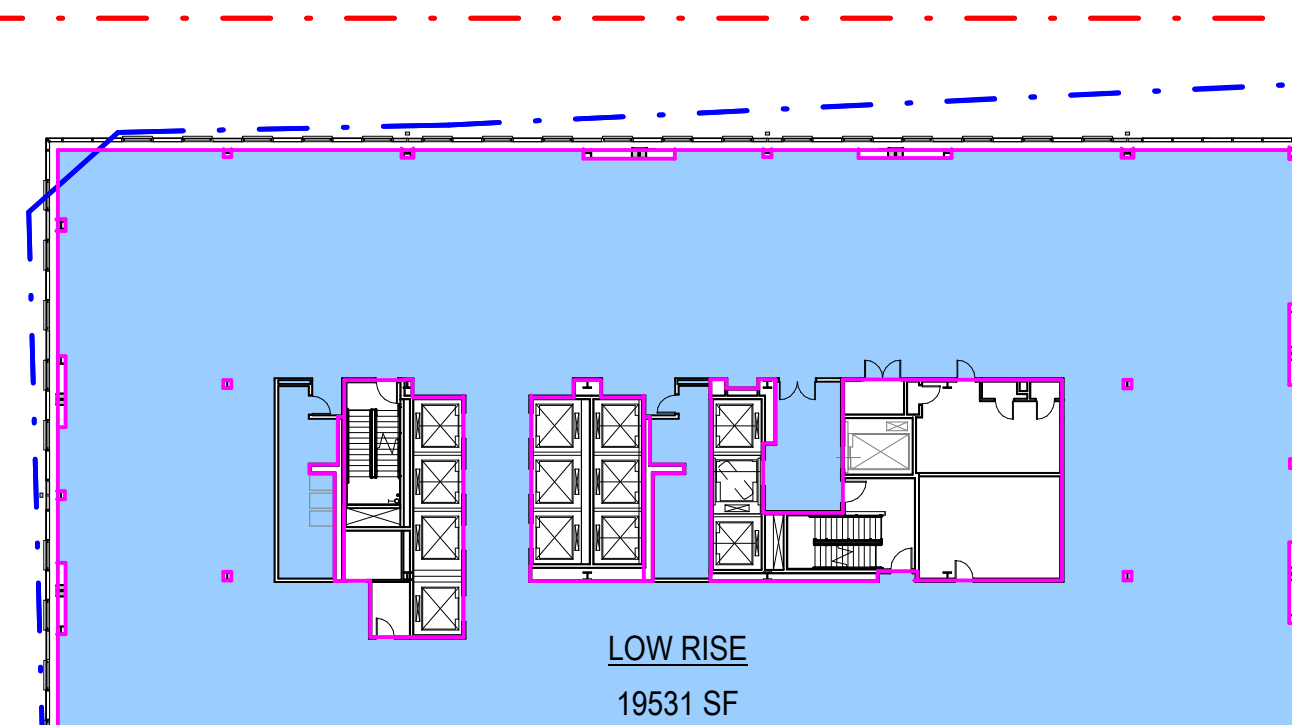
L15 FLOOR PLAN



L11 FLOOR PLAN



L16 FLOOR PLAN



L12 FLOOR PLAN

FAR AREAS & EXCLUSIONS

INCLUDED IN FAR —

EXCLUDED FROM FAR

NOTES - FAR AREA PLAN

DT-FLOOR AREA RATIO (FAR) (LUC 20.25A.020):

THE FLOOR AREA RATIO AS DEFINED BY THE CITY OF BELLEVUE INCLUDES EVERYTHING WITHIN THE STRUCTURE (INSIDE FINISHED WALL SURFACE OF THE SURROUNDING EXTERIOR WALLS), EXCEPT THE FOLLOWING:

- MECHANICAL ROOMS (INCLUDING WATER TANK ROOMS, FCC, etc.)
- ELECTRICAL ROOMS (INCLUDING TRANSFORMER ROOMS, SWITCH GEAR ROOMS, etc.)
- COMM / TELE+DATA ROOMS
- ELEVATOR MACHINE ROOMS
- STAIRWAYS
- ELEVATOR SHAFTS
- VENT SHAFTS
- OUTDOOR COURTS
- INTERIOR ATRIUM
- EXTERIOR BALCONIES
- ENCLOSED BIKE PARKING
- CORE WALLS SURROUNDING EXEMPT SPACE
(FOR CALCULATION OF DEVELOPMENT DENSITY)

AREA SCHEDULE (FAR)

LEVEL	AREA	NAME
X4.1	5763 SF	PODIUM
LEVEL 2	27368 SF	PODIUM
LEVEL 3	28603 SF	PODIUM
LEVEL 4	30707 SF	PODIUM
LEVEL 5	16508 SF	LOW RISE
LEVEL 6	19532 SF	LOW RISE
LEVEL 7	19597 SF	LOW RISE
LEVEL 8	19574 SF	LOW RISE
LEVEL 9	19574 SF	LOW RISE
LEVEL 10	19543 SF	LOW RISE
LEVEL 11	19581 SF	LOW RISE
LEVEL 12	19581 SF	LOW RISE
LEVEL 13	19598 SF	LOW RISE
LEVEL 14	19548 SF	LOW RISE
LEVEL 15	19679 SF	HIGH RISE
LEVEL 16	19687 SF	HIGH RISE
LEVEL 17	19153 SF	HIGH RISE
LEVEL 18	20040 SF	HIGH RISE
LEVEL 19	20345 SF	HIGH RISE
LEVEL 20	20098 SF	HIGH RISE
LEVEL 21	20330 SF	HIGH RISE
LEVEL 22	20301 SF	HIGH RISE
LEVEL 23	20337 SF	HIGH RISE
LEVEL 24	20288 SF	HIGH RISE
LEVEL 25	20381 SF	HIGH RISE
TOTAL FAR	508185 SF	

nbbj

23 YALE AVENUE NORTH
SEATTLE, WASHINGTON 98109
PHONE 206 223 5555
www.nbbj.com

A
THE ARTISE

NE 8th & 106th
Bellevue

ADMINISTRATIVE
DESIGN REVIEW
#20-109940

JANUARY 12, 2021

[illegible]

2	1/12/21	ADR REVISION 02
1	9/11/20	ADR REVISION 01

SALE	PROJECT ARCHITECT
As indicated	NBBJ

PROJECT NUMBER	102415.02
----------------	-----------

MEET ISSUE DATE 09/11/20

MEET NAME

AREA PLANS, FAR

SHEET NUMBER

GI-042

SHEET OF 250



SHEET OF 250

January 12, 2021

Permit #: **20-109940 LD**Project Name: "The Artise (NE 8th & 106th)"

Downtown Design Guidelines – Responses to Dec 16, 2020 Second Revision Letter

DOWNTOWN DESIGN GUIDELINES

Provide a written response to each Standard/Guideline.

Refer to Land Use Code (LUC) for complete wording and requirements at:

<http://www.codepublishing.com/WA/Bellevue/#!/LUC/BellevueLUCNT.html>

<u>LUC GUIDELINE</u>	<u>NARRATIVE REGARDING HOW EACH APPLICABLE STANDARD and/or GUIDELINE HAS BEEN MET</u>
<u>LUC 20.25A.150 - CONTEXT</u>	
Relationship to Height and Form of Other Development – LUC 20.25A.150.A	
<p>2. Guidelines</p> <ul style="list-style-type: none"> a. Architectural elements enhance area's overall character b. Locate building away from lower intensity land use districts c. Minimize off-site impacts d. Incorporate architectural elements proportionate to size of building e. Use forms, proportions, etc. that are suggested by and complement adjacent buildings 	
<p>Response:</p> <ul style="list-style-type: none"> a. The design of the project enhances the visual character of Downtown Bellevue by providing a new iconic building to the skyline. b. The design responds to the neighborhood context in the downtown core. The proposed development density is similar or lower than the neighboring development. c. Street and building lighting and other building improvements are located to minimize the off-site impacts. d. Building corner modulation along 106th Avenue NE and façade treatments are scaled, designed and will be detailed to be appropriate and proportional for their downtown location. e. Instead of a 20' upper level stepback above 40', the tower proposes an averaging stepback of 4'-6" to maintain an elegant and simple form from the podium to the tower top. This request is driven by site constraints, but results in a form signifying an important entry portal to Downtown Bellevue while complementing the existing built towers in Downtown Bellevue. The selection of façade materials will create visual interest while fitting into the existing urban context. f. The stepback reduction results in a 22,884 gsf floor plate (less than maximum 24,000 gsf permitted) which otherwise will not be feasible to achieve relative to other development in Downtown Bellevue. 	
Relationship to Publicly Accessible Open Spaces – LUC 20.25A.150.B	
<p>2. Guidelines</p> <ul style="list-style-type: none"> a. Preserve & maximize solar access b. Enhance user's experience of adjacent public open space c. Promote use and accessibility of publicly accessible open spaces through site and building design 	
Response:	

January 12, 2021

Permit #: **20-109940 LD**

Project Name: **"The Artise (NE 8th & 106th)"**

Downtown Design Guidelines – Responses to Dec 16, 2020 Second Revision Letter

- a. This project seeks to maximize solar access - especially to the Pedestrian Corridor and the NE outdoor plaza at street level. The tall office tower is located on the north and west portion of the site, to maximize the daylight to both spaces and to the adjacent tower developments, Symetra to the East and the proposed development (Onni) to the south.*
- b. The tower podium at 4 stories increases views and visual access into the NE outdoor plaza and the Pedestrian Corridor. The West covered plaza along 106th Avenue NE with enhanced streetscape improves user experience, activates the retail edge and extends the energy and activity to the south along 106th Avenue NE, the designated "Entertainment Avenue".*
- c. Due to the steep E-W grade change at NE 8th Street and N-S grade change at 106th Avenue NE, the proposed lobby / vestibule off the NE outdoor plaza as the second principal building entrance enables people movement and activity entering at Level 2 (from NE 8th Street) directly through an internal connecting stair to the other principal building entrance at Level 1 on the south.*
- d. Bench seating, art, lighting, and landscaping in the Outdoor plaza and the West covered plaza enhance the enjoyment of this quality space for the pedestrians to delight in.*
- e. By setting the west retail edge approximately 25 feet from the 106th Avenue NE build-to line, it creates a gracious connection from the NE 8th Street / 106th Avenue NE intersection to the proposed Onni project (south) while an accessible route is provided via the 20-foot wide tree lined sidewalk.*

Relationship to Transportation Elements – LUC 20.25A.150.C

2. Guidelines

- a. Create logical connections*
- b. Coordinate service and parking access*

Response:

- a. The project is in a prime location in downtown Bellevue at the intersection of NE 8th Street (Auto Priority Street) and 106th Avenue NE (Entertainment Avenue) and adjacent to the existing Symetra mid-block connection to the east.*
- b. The project creates a wide covered plaza along 106th Avenue NE and the NE outdoor plaza, an attractive, landscaped open space. Pedestrians are encouraged to use the outdoor plaza, mid-block connection, and pedestrian corridor to easily connect to adjacent properties in the neighborhood.*
- c. The provision of bicycle storage and locker and shower facilities on-site will encourage bicycle ridership to the NE 8th & 106th Bellevue project.*
- d. The loading / service entry and parking entry are located away from NE 8th Street and 106th Avenue NE in a shared access roadway, minimizing the visual impact of these elements along the street and reinforcing pedestrian safety along the city right of ways.*

Emphasize Gateways – LUC 20.25A.150.D

Guideline

- a. Use architectural & landscape elements to emphasize gateways*

Response:

- a. As a prime site signifying a major entry portal to Downtown Bellevue, the project seeks to create a welcoming experience for drivers, pedestrians, cyclists, and transit riders with a clear sense of arrival.
The project will feature opportunities for artwork, water features, or other urban design elements. The NE outdoor plaza, in the middle of the block, is designed to tie into the pedestrian corridor and enhance the existing N-S mid-block connection.*

The West covered plaza incorporates a path with landscaping, flexible seating, and active use spill-out areas from adjacent retail uses.

The design of the retail spaces will have a transparent façade that will afford views into the interior and emphasize pedestrian-scaled activities along NE 8th Street and 106th Avenue NE.

Maximize Sunlight on Surrounding Area – LUC 20.25A.150.E

Guidelines

- a. Evaluate alternative placement & massing concepts to ensure sunlight & sky view*
- b. Maximize sunlight and sky view in adjacent developments/streetscape*
- c. Maximize size of shadows & length of time cast on pedestrians*

Response:

- a. The project site is in the dense urban core of Downtown Bellevue. Solar access at street level is limited by existing towers and other planned development, and even more challenged with the new increased allowable building height up to 600'.*
- b. The office tower is situated as far to the west and north as possible to preserve maximum solar access in the Pedestrian Corridor, the NE outdoor plaza while preserving the view corridor / solar access for the proposed Onni development to the south and Symetra tower to the east.*
- c. Solar access studies were performed for consideration of shadow study on pedestrians.*

LUC 20.25A.160 - SITE ORGANIZATION

On-Site Circulation – LUC 20.25A.160.B

2. Guidelines

- a. Site Circulation for Servicing & Parking*
- b. On-Site Passenger & Guest Loading Zones, Porte Cocheres, & Taxi Stands*
- c. Pedestrian & Cycling Connections*

Response:

- a. Site Circulation for Servicing & Parking*
 - i. The proposed development includes two shared access easements with adjacent property development (Key Bank, Symetra, and proposed Onni) to limit vehicular access and number of curb cuts reducing visual impact.*
 - ii. Due to limited vehicular access to the project site, the site loading / servicing entry is along the private shared access easement off NE 8th Street running in an N-S direction and parking entry is on the south along the private shared access roadway running in an E-W direction that connects to 106th Avenue NE.*
 - iii. The loading and vehicle parking access points are hidden from public view.*
 - iv. All above-ground mechanical, electrical and site servicing equipment will be located away from public sidewalks, through-block connections, and open spaces unless required by public agencies. Mechanical and site servicing equipment will be adequately screened.*
- b. On-Site Passenger & Guest Loading Zones*
 - i. Building service loading functions will take place on private property in the loading area off of the NE 8th Street shared access roadway.*
 - ii. There is no passenger or guest loading drop off areas along 106th Avenue NE or NE 8th Street.*
 - iii. The project site locates a passenger and guest loading zone on the south off the shared access roadway to 106th Avenue NE.*

January 12, 2021

Permit #: **20-109940 LD**

Project Name: **"The Artise (NE 8th & 106th)"**

Downtown Design Guidelines – Responses to Dec 16, 2020 Second Revision Letter

c. Pedestrian and Cycling Connections

- i. The project includes interior bicycle parking area for building tenants through a separate bicycle entrance at grade level on the south which will be clearly signed and visible from the street level.*
- ii. Pedestrian access through site is provided throughout the site. Accessible pathway, consistent with the Americans with Disabilities Act, is provided to the principal building entrance on the south.*
- iii. Landscaping, pedestrian-scale lighting, and other amenities will be provided to enhance the use of pedestrian and cyclist connections throughout the year. An exterior lighting plan is included in the ADR submittal.*

08 Building Entrances – LUC 20.25A.160.C

2. Guidelines

- a. Ensure primary building entrance front onto major public streets & are visible, defined & accessible.*

Response:

- a. There are two proposed main tower entrances. The primary vehicular tower entrance for the project is on the south and a second entrance prioritizing pedestrians is located adjacent to the NE outdoor plaza in the proximity to the mid-block connection.*
- b. Appropriate signage and lighting will be used to ensure the entrances are clearly defined, visible, and accessible from the public sidewalk.*

Through-Block Connections – LUC 20.25A.160.C

4. Guidelines

- a. Form logical routes*
- b. Offer diversity in activities & pedestrian amenities*
- c. Incorporate design elements to identify through-block pedestrian connection as public space*
- d. Accentuate & enhance access to through-block pedestrian connection*
- e. Identify the connection as public space*
- f. Provide pedestrian-scaled lighting*
- g. Provide high-quality design & materials*
- h. Provide landscape to define/animate the space*
- i. Incorporate trees & landscaping to provide enclosure & soften*
- j. Use artistic elements & water features*
- k. Provide ADA access*
- l. Provide weather protection*
- m. Develop as walkway or a combination walkway & vehicular lane*
- n. Incorporate decorative lighting/seating areas*
- o. Be visible from surrounding spaces & uses*

Response:

- a. There is a N-S and E-W pedestrian connection through the project. The N-S pedestrian connection located at mid-block and integrated into the design of the outdoor plaza, connecting the Symetra Plaza to the Grand Connection and Bellevue Transit Center. The other N-S pedestrian connection is located at 106th Avenue NE and integrated into the design of the West covered plaza, connecting the pedestrian movement on this Entertainment Avenue to Bellevue Galleria, Grand Connection or to the future Bellevue Performance Arts Center.*

The E-W pedestrian connection along NE 8th Street is an integral part of the gateway to Downtown Bellevue and to Bellevue Way, the "Shopping Avenue".

- b. This project provides public seating areas, rest areas, pause points, opportunities for art or water features, and active use spill-out zones in the NE outdoor plaza and the West covered plaza to help activate the through-block connections to the project site.*
- c. This project will provide design elements such as wayfinding signage, paving, lighting, and landscaping to help identify the through-block connections on the site and signify that these areas are available for public use.*
- d. The building entrance off NE 8th Street (at grade) with a connecting stair links to the main building entrance on the south (at Level 1 grade).*
- e. Pedestrians will be able to access the N-S and E-W connections above with access points will be clearly identified.*
- f. Pedestrian scaled lighting will be provided. See Lighting Plan in the ADR submittal.*
- g. High-quality design and materials with long-term durability will be provided. See ADR submittal for proposed building materials.*
- h. Landscaping that helps to define and animate the ground level will be provided. See ADR submittal for proposed landscaping materials.*
- i. See ADR submittal for proposed landscaping to provide enclosure and soften.*
- j. The project will also explore the addition of artistic elements such as public art as a means of providing moments of pause and interest for the public.*
- k. Public access is provided and will comply with ADA.*
- l. Weather protection in the form of covered plaza along 106th Avenue NE and attached canopies to the building structure along NE 8th Street in conformance with Land Use Code. Trees integrated into the landscape design will provide additional weather protection.*
- m. The internal access streets that connect the existing garages of the buildings on this block are designed to provide safe and dedicated pedestrian sidewalks to define the pedestrian zones. The west side of the E-W shared access easement on the south of the project is being developed as a "woonerf" or curbless street to slow traffic and enhance the pedestrian connections to the proposed development (Onni) to the south. See ADR submittal for the proposed "Schnitzer Woonerf" design.*
- n. The project will provide public seating and incorporate decorative lighting to create safe, accessible public zones.*
- o. The NE outdoor plaza with open landscape accentuates the visibility of the building entrance off NE 8th Street. The retail edge along 106th Avenue NE is pulled back from the build-to line to provide a covered plaza and views into the site and down the 106th Avenue NE to create a clear and accessible route for people of all ages and abilities.*

Open Space – LUC 20.25A.160.E

2. Guidelines

- a. Capitalize on elements of natural environment, planned parks, outdoor plazas, & open space*
- b. Orient gathering places & walkways toward parks & open space*
- c. Include elements that engage the natural environment*
- d. Locate building to take advantage of adjacent open spaces*
- e. Create attractive views & focal points*
- f. Use open space to provide through-block pedestrian connections*
- g. Encourage year-round use*
- h. Define and animate the edges of public open space*
- i. Provide ADA access*
- j. Provide weather protection*

January 12, 2021

Permit #: **20-109940 LD**

Project Name: **"The Artise (NE 8th & 106th)"**

Downtown Design Guidelines – Responses to Dec 16, 2020 Second Revision Letter

- k. Use artistic elements & water features*
- l. Use high quality, function, & environmentally sustainable design element*
- m. Maximize safety and comfort*
- n. Provide electrical hookups & areas for staging events*
- o. Avoid vehicular activities in open space*
- p. Employ decorative lighting*

Response:

- a. No significant elements of the natural environment are located adjacent to the project site. However, the project is taking full advantage of its location adjacent to the existing Symetra mid-block connection to create a strong sense of place, and by providing open space amenities for Bellevue residents, employees, and visitors by creating the NE outdoor plaza at NE 8th Street and the West covered plaza along 106th Avenue NE. These amenities include landscape and natural greenery, public seating, and art installations.*
- b. Clear and convenient access from adjacent properties and from the public right of way are accommodated by the design to orient gathering places & walkways towards the outdoor plaza and west covered plaza.*
- c. Elements that engage the natural environment include accessible pathways, potential art / water features and public seating for pause points*
- d. A second primary building entrance is located next to the NE outdoor plaza and retail entrances are strategically integrated with the west covered plaza for retail spill outs and enhanced pedestrian experience.*
- e. Visual and programmatic focal points will be provided in the NE outdoor plaza, West covered plaza and façade recess at the intersection of NE 8th Street and 106th Avenue NE to create attractive views and appealing spaces for pedestrian use.*
- f. The NE outdoor plaza is designed to break down the scale of the superblock and enhance the existing mid-block connection at Symetra.*
- g. The West covered plaza provides space for public seating areas, and active use spill-out zones and a pedestrian connection to the retails along 106th Avenue NE to encourage year-round use. Similarly, the NE outdoor plaza will be thoughtful and strategic in the design and amenities to encourage year-round use.*
- h. The West covered plaza is defined by retail and features outdoor spill-out seating areas with tables and chairs while the NE outdoor plaza, in conjunction with the second primary entrance off the plaza, is intended to help activate the active use on NE 8th Street.*
- i. Public access that complies with the ADA will be provided with 24-hour access to the outdoor plaza. Additional ADA access is provided to the building during operating hours.*
- j. Weather protection in the form of attached canopies or building soffit (integral part of the architecture) will be provided at building entrances and along the retail uses.*
- k. The project will explore the addition of artistic elements such as public art as a means of providing moments of interest for the public. Space for the addition of artistic elements has been anticipated in the design of the building architecture at the intersection of NE 8th Street and 106th Avenue NE and will continue to explore other opportunities.*
- l. The project includes design elements, furnishings, and lighting that are high in quality, highly functional, designed to be durable, and environmentally sustainable.*
- m. The building placement has optimized solar access to the outdoor plaza, existing Symetra mid-block connection and development to the south (Onni). Protection from wind and inclement weather are provided by overhead canopies and building soffits.*
- n. Electrical hookups to support the potential for temporary events in the plaza will be provided.*

January 12, 2021

Permit #: **20-109940 LD**

Project Name: **"The Artise (NE 8th & 106th)"**

Downtown Design Guidelines – Responses to Dec 16, 2020 Second Revision Letter

- o. Due to the project's limited vehicular access, loading, parking, and utility and service uses must all be accessed from the shared private access easement at the east and south side of the site and not in open space.*
- p. Appropriate decorative lighting will be studied for opportunities to be incorporated into the design.*

LUC 20.25A.170 - STREETScape AND PUBLIC REALM

Streetscapes – LUC 20.25A.170.A

1. Define the Pedestrian Environment

Guidelines

- i. Provide sense of enclosure & comfortable/continuous street edge*
- ii. Provide transparent windows*
- iii. Create visual interest on walls*
- iv. Provide varied pedestrian experience on facades*
- v. Provide weather protection.*
- vi. Signs & lighting should complement pedestrian scale*
- vii. Building edges shall maintain visual & physical connections to the sidewalk*

Response:

- i. The areas along the building faces at the project site will be scaled for the pedestrian, with continuous walkways and sidewalks providing access between all parts of the project site at ground level. The retail edge at the West covered plaza will create a human-scaled active-use zone. The outdoor plaza located mid-block is designed to be an engaging public space, with public seating, decorative lighting and landscaping that create an active, continuous, and comfortable pedestrian zone that connects to the Grand Connection / Bellevue Transit Center.*
- ii. Transparency at street level is provided as required by Land Use Code. See ADR submittal.*
- iii. The project employs a variety of materials, accent colors, and simple forms – with special attention paid on the appearance of the whole, to create visual interest and aesthetic appeal in the pedestrian environment.*
- iv. The design of the West covered plaza at the street level on 106th Avenue NE and the NE outdoor plaza on NE 8th Street provide a variety of pedestrian experience. Changes in materiality, form, shade/shadow, transparency, and structural features such as overhangs, braces, or architectural modulation/recesses, all enhance visual interest and building articulation at the ground floor.*
- v. Weather protection in the form of canopies are provided in the retail zone along NE 8th Street and 106th Avenue NE. See ADR submittal - Weather protection diagrams.*
- vi. Wayfinding signage and decorative lighting are designed to complement the pedestrian scale. See ADR submittal for Master Sign Plan and narrative.*
- vii. The project has building edges at ground level that maintain a strong connection to the sidewalk, outdoor plaza and existing mid-block connection through large areas of transparency, façade modulation and thoughtful location of building and retail entrances.*

2. Protect Pedestrians from the Elements

Guidelines

- i. Provide weather protection*
- ii. Weather protection shall be integral component of façade*
- iii. Weather protection shall be in proportion to building & sidewalk*
- iv. Weather protection shall provide sense of **enclosure** for pedestrians*

- v. *Use durable materials*
- vi. *Awnings & marquees coordinated with building design*
- vii. *Minimum height of awnings & marquees*
- viii. *Maximum height of awnings & marquees*
- ix. *Pavement below weather protection to provide drainage*
- x. *Weather protection to have horizontal orientation*
- xi. *Weather protection to follow pattern of storefronts*

Response:

- i. ***Weather protection in the form of canopies or building soffit will protect pedestrians from rain and will provide shade. Canopies made from translucent glass will also allow some daylight penetration. New trees within the landscaped areas of the site will provide shade during the hotter summer months.***
- ii. ***Weather protection in the form of canopies will be fully integrated into the tower façade.***
- iii. ***Canopies provided for weather protection will meet the sizing requirements of the Land Use Code. They are designed as to avoid conflicts with street trees, light fixtures, or street furniture.***
- iv. ***Weather protection will help to provide a sense of enclosure at street level for pedestrians.***
- v. ***Weather protection canopies will be constructed of durable materials such as steel and glass or an integral part of the building structure.***
- vi. ***Awning and marquee designs will be coordinated with building design to yield an integrated overall appearance.***
- vii. ***Minimum height of canopies in the design will meet the Land Use code requirements.***
- viii. ***Maximum height of canopies in the design will meet the Land Use code requirements along NE 8th Street, however, the covered West Plaza along 106th Avenue NE acts as a building canopy and is scaled appropriately to provide a balance of weather protection and daylight penetration. This 'canopy' varies from 11' (at the NW corner) to 15' (at the SW corner) due to sloping sidewalk grade.***
- ix. ***Street and sidewalk pavement will be sloped to provide for drainage.***
- x. ***Canopies and weather-protection structures will have a horizontal orientation.***
- xi. ***Weather protection will follow the pattern and modulation of street-level active uses.***

3. Create a Variety of Outdoor Spaces

Guidelines

- i. *Outdoor gathering spaces should be inviting and maximize opportunities for use. They should be spatially well-defined, inviting, secure, and easy to maintain. They may be intimate and quiet or active and boisterous;*
- ii. *All outdoor areas should work well for pedestrians and provide space for special events, as well as passive activities;*
- iii. *Provide courtyards, squares, and plazas to enhance adjacent ground floor uses;*
- iv. *Use buildings to surround green spaces and give the space visual definition. Vitality can be generated by active ground floor uses and programming within the space;*
- v. *Use trees, shrubs, and plants to help define walkways, create transitions from open spaces to the street, and provide visual interest;*
- vi. *Provide for outdoor spaces that can support active uses such as farmers' markets, festivals, and community events;*
- vii. *Provide structures, pavilions, and seating areas that are easily accessible and feel safe and secure during day and evening hours; and*
- viii. *Provide pedestrian walkways and courtyards in residential or office development areas.*

Response:

- i. The NE outdoor plaza at mid-block creates a well-defined gathering space with flexible uses to encourage pedestrian activity. Landscape and hardscape materials are designed to be durable, easy to maintain, and comfortable to create an inviting public space. The West covered plaza is designed to provide a variety of activity levels ranging from smaller, more intimate seating areas, to more active retail spill-out zones. This variation will create an active experience at street level.*
- ii. Public spaces at street level are designed for the pedestrian to be human-scaled, provide views and solar access, and to include actively programmed zones for active spill out in the form of tables and chairs or fixed bench seating.*
- iii. The project includes an outdoor plaza at mid-block and a covered plaza along the retail edge that provide spill-out for active uses located on the adjacent ground floor of the tower and the meeting center, enhancing these active uses and increasing the level of activity at street level.*
- iv. Active uses located at ground level will help to create active, highly-used public spaces.*
- v. Trees, shrubs, and plants helps to define the Outdoor plaza, extend the mid-block connection, and create points of visual interest, while providing transition to the allee of street trees transitioning west down NE 8th Street to engage 106th Avenue NE.*
- vi. Flexible outdoor areas in the plazas are scaled for active uses.*
- vii. The project provides both fixed and flexible public seating in areas and through the outdoor plaza. These seating areas are located near active uses at the ground level with high transparency to promote a sense of safety and security at all hours.*
- viii. The project includes an outdoor plaza to activate the ground floor of the project. Clear, direct, and accessible pedestrian walkways connect the outdoor plaza to the mid-block connection and to adjacent properties.*

4. Provide Places for Stopping and Viewing

Guidelines

- i. Use formal benches, movable seating, and informal seating areas such as wide steps, edges of landscaped planters and low walls;*
- ii. Provide more seating areas near active retail establishments especially outside eating and drinking establishments and near food vendors;*
- iii. Provide seating adjacent to sidewalks and pedestrian walkways;*
- iv. Create places for stopping and viewing adjacent to and within parks, squares, plazas, and courtyards;*
- v. Create a sense of separation from vehicular traffic; and*
- vi. Provide comfortable and inviting places where people can stop to sit, rest and visit.*

Response:

- i. Both fixed and flexible seating areas including built-in benches, wide steps, low walls, etc. will be provided in the NE outdoor plaza and the active use-spill out zones in the West covered plaza.*
- ii. Dedicated active use spill-out zones with potential for tables and chairs are provided. These areas are designed to increase visibility and controllability for retail tenants, helping them to be successful.*
- iii. The project provides both fixed and flexible seating adjacent to public sidewalks and the plazas proposed.*
- iv. The project creates places for pause and reflection within landscape and along pedestrian routes such as the NE outdoor plaza, providing a variety of experiences for pedestrians.*
- v. The pedestrian experience is separated from traffic by using variety of landscaping elements.*
- vi. Comfortable places to sit and rest, surrounding by landscape and / or pedestrian activity are being provided in the two plazas proposed.*

<p>5. Integrate Artistic Elements</p>
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> i. Use art to provide a conceptual framework to organize <u>open spaces</u> including <u>plazas</u>, <u>open spaces</u>, <u>setbacks</u>, and <u>streetscapes</u>; ii. Use art to mark entryways, corners, gateways and view termini; iii. Integrate art into <u>building</u> elements, including but not limited to: <i>façades</i>, canopies, lighting, etc.; iv. Designate a location for the artwork that activates the <u>public realm</u> and is in scale with its location; and v. Use materials and methods that will withstand public use and weathering if sited outdoors.
<p>Response:</p> <ul style="list-style-type: none"> i. The project plans to strategically place art to help direct pedestrians along circulation routes and create moments of interest. Three potential locations for art that will be explored: 1) the NE outdoor plaza on NE 8th Street by Symetra mid-block connection, 2) West covered plaza on 106th Avenue NE and 3) intersection of NE 8th Street and 106th Avenue NE. ii. The project will incorporate art that marks primary entryways and other points of interest. iii. In the potential locations mentioned above (i), we will explore the opportunity to thoughtfully integrate art into building elements. iv. The proposed locations for artistic elements (mentioned above (i) and Amenity Plan) will activate the central plaza and Pedestrian Corridor and enhance the pedestrian experience. v. All public art that is incorporated into the project will be designed to be durable and resistant to weathering.
<p>6. Orient Lighting toward Sidewalks & Public Spaces</p>
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> i. <u>Pedestrian-scaled</u> lighting should be provided along pedestrian <u>walkways</u> and public <u>open spaces</u>; ii. Lighting should be compatible among projects within neighborhoods to accentuate their unique character; iii. Fixtures should be visually compatible so as not to overpower or dominate the streetscape; iv. Lighting may also be used to highlight trees and similar features within public and private <u>plazas</u>, courtyards, <u>walkways</u>, and other similar outdoor areas and to create an inviting and safe ambiance; v. Use lighting to highlight <u>landscape areas</u>; vi. Integrate and conceal fixtures into the design of <u>buildings</u> or landscape walls, handrails, and stairways; vii. Install foot lighting that illuminates <u>walkways</u> and stairs; viii. Use energy-efficient lighting, such as LED; ix. Direct bollard lighting downward toward walking surfaces; x. Provide festive lighting along signature streets on <u>buildings</u> and trees; and xi. Decorative lighting may be used in <u>open spaces</u> to make the area more welcoming.
<p>Response:</p> <ul style="list-style-type: none"> i. Pedestrian walkways and public open spaces will utilize pedestrian-scale luminaires to create a safe and welcoming environment. ii. The project's lighting strategy relies heavily on the highlighting of objects and surfaces while minimizing the visual impact of the luminaires themselves in the context appropriate and compatible among projects within neighborhoods. Please see ADR Submittal – Master Sign Plan and Signage Survey.

- iii. The luminaires to be selected for the project will align with the architectural vocabulary and recede into the background. The streetscape is dominated by the landscape and building architecture and the activity of passersby, not the lighting.*
- iv. Tree uplighting and hardscape accent lighting will be used in key areas of the project site to create inviting places to meander and gather.*
- v. Lighting will be used strategically to complement proposed landscape elements.*
- vi. Lighting will be integrated into the design of buildings and landscape strategy.*
- vii. Lighting strategy will include foot lighting to illuminate walkways and stairs to create a safe environment.*
- viii. All luminaires proposed for the project utilize LED sources.*
- ix. If bollards are required later in design, full-cutoff luminaires will be specified.*
- x. Appropriate point source lighting will be incorporated on buildings and trees.*
- xi. Decorative lighting will be considered as part of the lighting strategy to integrate with the building architecture.*

7. Orient Hanging and Blade Signs to Pedestrians

Guidelines

- i. Signs should not overwhelm the streetscape. They should be compatible with and complement the building's architecture, including its awnings, canopies, lighting, and street furniture;*
- ii. Sign lighting should be integrated into the façade of the building;*
- iii. Signs should be constructed of high-quality materials and finishes;*
- iv. Signs should be attached to the building in a durable fashion; and*
- v. Signs should be constructed of individual, three-dimensional letters, as opposed to one single box with cutout flat letters.*

Response:

- i. All signage sizes will coordinate with surrounding architectural elements, including the canopies. No blade signs will protrude out beyond the canopy line.*
- ii. If applicable, lit signage shall be internally illuminated. Freestanding or monument signage will also use internal illumination, where applicable.*
- iii. All signage materials will coordinate with architectural finishes. All exterior signage will be specified to have exterior grade finishes to withstand the elements.*
- iv. Building mounted signage shall be attached with either hidden mechanical fasteners, or fasteners that coordinate with the surrounding architectural elements. The attachments will be specified to be structurally sound to withstand the elements and/or vandalism.*
- v. When applicable, signage will be designed to be dimensional letterforms.*

8. Build Compatible Parking Structures

Standards & Guidelines

- i. Where adjacent to a right-of-way, a minimum of 20 feet of the first and second floors measured from the façade inward shall be habitable for commercial activity. The following rights-of-way are excluded from this requirement:
 - (1) 114th Ave NE;*
 - (2) Through-block pedestrian connections;*
 - (3) Main Street between 112th Ave NE and 114th Ave NE;*
 - (4) NE 2nd Street between 112th Ave NE and 114th Ave NE;*
 - (5) NE 4th Street between 112th Ave NE and 114th Ave NE; and*
 - (6) NE 6th Street between 112th Ave NE and 114th Ave NE;**

- ii. *Parking garages and integrated structured parking shall be designed so that their streetscape interface has a consistent aesthetic through massing and use of materials complementing the vision for the area;*
- iii. *On a streetscape, openings shall be glazed when adjacent to right-of-way or adjacent to through-block pedestrian connections above the second floor, except when the openings are adjacent to the freeway, in which case the openings shall be glazed on floor levels above the adjacent freeway;*
- iv. *Openings shall be provided adjacent to interior property lines to avoid blank walls and shall be glazed to function as windows;*
- v. *Parking garage floors shall be horizontal to accommodate adaptive reuse;*
- vi. *Stairways, elevators, and parking entries and exits shall occur at mid-block;*
- vii. *Design a single auto exit/entry control point to minimize number and width of driveway openings (entry and exit points may be separated) and potential conflicts;*
- viii. *Design shall include vertical expression of building structure that provides continuity with the surrounding development;*
- ix. *Profiles of parking structure floors shall be concealed and not visible to the public through façade treatments and materiality while providing openings consistent with residential and nonresidential buildings;*
- x. *Parking garages and structured parking should be designed to be compatible with the urban streetscape;*
- xi. *Sill heights and parapets shall be sufficient to screen view of automobiles;*
- xii. *Rhythm and spacing of openings should reflect a typical commercial or residential development; and*
- xiii. *Where glazing is required, the applicant may elect to provide a maximum of 25 percent of the openings of the total perimeter wall area of each level as unglazed or the minimum required openings percentage for natural ventilation established by the applicable International Building Code Section 406.5.2, as amended by the Bellevue Building Code, whichever is greater, to ensure the natural ventilation of the garage.*

Response:

- i. ***The project has located all its parking below grade so that the garage is not visible to the public along the right of way.***
- ii. ***The project includes a below-grade parking structure with a single point of entry internal to the site that is accessed via a shared access roadway off NE 8th Street and another shared access roadway off 106th Avenue NE so as not to detract from the visual appeal of the project from the public right-of-way.***
- iii. ***Because the garage is below grade; it has no street level openings.***
- iv. ***All parking is located below-grade; it has no street level openings.***
- v. ***The parking garage floors are designed to be horizontal except for the ramps which are sloped out of necessity in order to allow cars to proceed up or down the floors in the garage.***
- vi. ***The main entry for the parking garage is located on the south internal to the project site.***
- vii. ***There is a single auto entry/exit control point for the garage. See (ii) above.***
- viii. ***Because the garage is below grade, there is no portion of the garage that is exposed to view from the street level.***
- ix. ***All project parking is located below-grade, not visible to the public.***
- x. ***All project parking is located below-grade, not visible to the public.***
- xi. ***All project parking is located below-grade, not visible to the public.***
- xii. ***All project parking is located below-grade, not visible to the public.***
- xiii. ***All project parking is located below-grade, not visible to the public.***

Right-of-Way (ROW) Designations – LUC 20.25A.170.B
<p>1. Pedestrian Corridor/High Streets – "A" ROW</p> <p><i>Standards & Guidelines</i></p> <ul style="list-style-type: none"> i. <u>Transparency</u>: 75 percent minimum; ii. <u>Weather Protection</u>: 75 percent minimum, six feet deep. When a <u>building</u> is adjacent to two or more rights-of-way, <u>weather protection</u> shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection <u>A.2</u> of this section for more guidelines on <u>weather protection</u>; iii. <u>Points of Interest</u>. Every 30 linear feet of the façade, maximum; iv. <u>Vehicular Parking</u>. No surface parking or <u>vehicle</u> access shall be allowed directly between <u>sidewalk</u> and main pedestrian entrance; and v. One hundred percent of the <u>street wall</u> abutting the <u>build-to line</u> shall incorporate <u>Active Uses</u>.
<p>Response:</p> <p>NE 8th Street is designated "C" ROW and 106th Avenue NE is designated "B" ROW. The project is including active use as FAR Exempt Use and the design will adhere to the "A" ROW standards & guidelines.</p> <ul style="list-style-type: none"> i. The active use will meet the transparency and weather protection of "A" ROW standards for (ii) and (iii) above. See ADR Submittal. ii. See (i) above. iii. See (i) above. iv. All parking is located below grade. v. The building frontage along NE 8th Street & 106th Avenue NE is continuous active use frontage at grade except where the building entrance/lobby vestibule or building exit is located.
<p>2. Commercial Streets – "B" ROW</p> <p><i>Standards & Guidelines</i></p> <ul style="list-style-type: none"> i. <u>Transparency</u>: 75 percent minimum; ii. <u>Weather Protection</u>: 75 percent minimum, six feet deep minimum. When a <u>building</u> is adjacent to two or more rights-of-way, <u>weather protection</u> shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection <u>A.2</u> of this section for more guidelines on <u>weather protection</u>; iii. <u>Points of Interest</u>: Every 60 linear feet of the façade, maximum; iv. <u>Vehicular Parking</u>: No surface parking or <u>vehicle</u> access directly between <u>perimeter sidewalk</u> and main pedestrian entrance; and v. One hundred percent of the <u>street wall</u> shall incorporate <u>Active Uses</u> and <u>Service Uses</u>, at least 50 percent of which shall be <u>Active Uses</u>.
<p>Response:</p> <p>The project is located along 106th Ave NE, which is classified as a "B" right-of-way.</p> <ul style="list-style-type: none"> i. This project is meeting the requirement of providing 75% transparency minimum along 106th Avenue NE. ii. The project site is providing weather protection at least six feet deep via building soffit. See ADR Submittal – Weather Protection Diagram. iii. Points of interest (transparency into active uses or material variation) are being provided along the street level façade along 106th Avenue NE at intervals of no more than 60 feet. iv. No vehicle access is located between perimeter sidewalk and main pedestrian entrance. All parking is located below grade.

- v. 100% of the building frontage along 106th Avenue NE is dedicated to active use except where the building exit to grade is located.**

3. Mixed Streets – "C" ROW

Standards & Guidelines

- i. Transparency. 75 percent;
- ii. Weather Protection:. 75 percent. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;
- iii. Points of Interest. Every 75 linear feet of façade, maximum;
- iv. Vehicular Parking:. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and
- v. Fifty percent of street wall shall incorporate Active Uses or Service Uses.

Response:

The project is located along NE 8th Street, which is classified as a "C" right-of-way.

- vi. This project is meeting the requirement of providing 75% transparency minimum along NE 8th Street.**
- vii. The project site is providing weather protection at least six feet deep via canopies attached to the building structure. See ADR Submittal – Weather Protection Diagram.**
- viii. Points of interest (transparency into active uses or material variation) are being provided along the street level façade along NE 8th Street at intervals of no more than 75 feet.**
- ix. No vehicle access is located between perimeter sidewalk and main pedestrian entrance. All parking is located below grade.**
- x. More than 50% of the building frontage along NE 8th Street is dedicated to active uses, with the rest dedicated to the NE outdoor plaza and the Building Entrance/Lobby/Vestibule.**

Alleys with Addresses – LUC 20.25A.170.C

Standards

- a. At least one entire side of the Alley with an Address shall comply with guidelines i. through v. for Pedestrian Corridor/High Streets – "A" rights-of-way found in subsection B of this section.
- b. Minimum dimension for an alley with an address shall be 20 feet wide exclusive of drive lane widths.
- c. Alleys with addresses shall be open to the public 24 hours a day and seven days a week. Signs shall be posted in clear view stating the Alley with an Address is open to the public during these hours.
- d. Each tenant space shall have an exterior entrance facing the alley and be addressed off the alley.

Guidelines

- a. Materials and design elements such as paving, lighting, landscaping, and signage should incorporate design elements of the adjacent right-of-way to identify it as part of the public realm.
- b. An Alley with an Address may be covered in some areas but should not be predominantly enclosed.
- c. Access from the public right-of-way should be encouraged and enhanced by multiple clear points of entry that identify the alley as a public space. Access through the site should form a clear circulation logic with the street grid.
- d. Wayfinding, signage, symbols, and lighting should identify the alley as a public space.
- e. Design of the ground-level and upper-level retail should relate to the alley and be distinct from the rest of the building. This can be achieved through the use of common architectural style, building materials, articulation, and color.

January 12, 2021

Permit #: **20-109940 LD**

Project Name: **"The Artise (NE 8th & 106th)"**

Downtown Design Guidelines – Responses to Dec 16, 2020 Second Revision Letter

- f. Variation should be incorporated into the design by including dimensional and level changes at both the ground plane and building walls.*
- g. Pedestrian-oriented lighting should be provided that is compatible with the landscape design, improves safety and minimizes glare. Design should be high quality, and materials should be durable and convey a sense of permanence.*
- h. Landscaping should be used to animate and soften the space. The use of art and water is also encouraged.*
- i. Alley design should not incorporate loading, refuse handling, parking, and other building and site service uses at the ground level façade, though such activities may be conducted in an Alley when reasonable alternatives are not available. Operational procedures should encourage the above-referenced activities after normal business hours.*
- j. Provide complete project design for all phases within a project limit to ensure coordinated design and construction across multiple phases.*

Response:

Not applicable. The project site is not located adjacent to, or proposing, any Alleys with Addresses.

Upper-Level Active Uses – LUC 20.25A.170.D

Standards

- a. Points of physical vertical access between the ground level and upper levels shall be located no more than 150 feet apart to facilitate frequent pedestrian access to upper-level active uses.*
- b. Each tenant space shall have an exterior entrance.*
- c. Floor area and building façades directly below upper-level active uses shall comply with standards and guidelines b.i. through b.v. for Pedestrian Corridor/High Streets – "A" rights-of-way found in subsection B.1 of this section.*
- d. Visual access shall not be impaired by small, enclosed display windows, window coverings and tinted or reflective glazing.*

Guidelines

- a. Architectural treatment of the upper-level active use space should read as part of the ground level and be distinct from the architectural treatment of the building above.*
- b. Extensive visual access into the upper-level retail space should be available from the sidewalk or the alley with an address with frequent clear lines of sight from grade.*
- c. Lighting and signage should be used to enliven and draw attention to upper-level arcade or balcony, or directly through ground level retail for a multilevel single tenant.*

Response:

- a. Upper-level active use space is architecturally treated to read as part of the ground level as the upper level active use on NE 8th Street is actually on grade due to the sloping site.**
- b. Visual access is provided as required by Transparency for "A" and "C" ROW.**
- c. Lighting and signage will be thoughtfully integrated with the architecture.**

LUC 20.25A.180 - BUILDING DESIGN

Overall Building Design – LUC 20.25A.180.B

- 1. Encourage High-Quality Materials**

Guidelines

- i. Articulation of façade materials should be bold, with materials that demonstrate depth, quality, and durability.
- ii. It should be apparent that the materials have substance and mass, and are not artificial, thin "stage sets" applied only to the building's surface;
- iii. Use natural high-quality materials such as brick, finished concrete, stone, terra cotta, cement stucco, and wood in natural or subdued building colors; and
- iv. Use varied yet compatible cladding materials. Window and storefront trim should be well-defined and contribute to the overall aesthetic quality.

Response:

- i. ***The façade for the office tower incorporates high performance glass, spandrel curtainwall units and high-performance precast panels with masonry panels such as brick or terra cotta will be used at the podium level to add texture and depth. Materials proposed will be of high quality, durability and convey a sense of permanence. Please refer to ADR Submittal – Building Materials and Colors.***
- ii. ***Materials will include masonry panels, board-form concrete, wood and glass.***
- iii. ***See (i) above for proposed materials at the podium level.***
- iv. ***The project will utilize exterior cladding materials that add visual interest, are high-quality, durable, and will contribute to the iconic nature of the development.***

2. Provide Interesting Building Massing

Guidelines

- i. *The length and breadth of a building should be pedestrian-scaled. Portions of a large building mass should be broken into smaller, appropriately scaled modules, with changes in plane indicated by bold projections and recesses. This results in larger elevations being reduced to human scale;*
- ii. *Vertical and horizontal elements should be used to create a human scale and form a coherent aesthetic providing visual interest to the pedestrian;*
- iii. *Reduce the scale of elevations both horizontally and vertically;*
- iv. *Buildings should exhibit a vertically articulated tripartite façade division – base, middle, and top through material and scale; and*
- v. *Design should feature vertical articulation of windows, columns, and bays.*

Response:

- i. ***The building mass is broken into smaller modules to provide human scale. See ADR Submittal – Bird's eye Perspectives.***
- 4 story podium. NE corner is set back to create an open plaza which helps to break down the length of the podium façade on the NE 8th Street. The street level retail edge on 106th Avenue NE is pulled back from the build-to line to create openness, permeability and visual interest. The building corner at Level 2 - 4 are further modulated with recesses and changes in plane that break up the breadth and length of the podium.
- Tower. The tower is placed at the west half of the site to create a slimmer profile relative to the full length of the podium. This placement creates air, lightness, sunlight to the proposed NE outdoor plaza, mid-block connection and the development to the south (Onni). This placement also reinforces the hierarchy of building base, middle and top.
- ii. ***The building podium façade incorporates vertical precast / brick panels at every 30' to create interest and texture for pedestrian experience. The sense of verticality continues up the tower with an extruded grid "both vertical and horizontal bars" framing the curtain wall and add shadow lines / depth to the building mass.***

- iii. The design with its proposed tower placement, façade modulation ranging from projection, recesses, to change in planes reduce the scale of elevations both horizontally and vertically. See (i) above.*
- iv. The building features a tripartite composition consisting of: 1) the Podium, 2) the tall office tower and 3) the building top framed by the mechanical screen that is recessed from the tower façade utilizing complementary but different architectural finishes.*
- v. The tower features vertical bands of glass / spandrel curtainwall components punctuated by the extruded mega grid element.*

Connected Floor Plates – LUC 20.25A.180.C

Guidelines

- a. From the right-of-way, the development should appear as separate and distinct buildings to the pedestrian; and*
- b. The connection should appear to be distinct from the adjacent masses.*

Response:

The project does not utilize connecting floor plates.

Building Base (Podium) – LUC 20.25A.180.D

2. Articulate Building Base

Guidelines

- i. Provide architectural expression and design elements such as cornice lines, window bays, entrances, canopies, building materials, and fenestration, in a pattern, scale, and proportion that relate to neighboring buildings and engages pedestrians;*
- ii. Use high quality, durable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade. Environmentally sustainable materials and construction methods are encouraged; and*
- iii. A building's profile should be compatible with the intended character of the area and enhance the streetscape. In some cases, it may be appropriate to mark an entryway with a distinct form to emphasize the significance of the building entry.*

Response:

- i. The project uses material differentiation, glazing patterns, scale, and pattern to relate to neighboring buildings and create an engaging pedestrian experience. Canopies / Weather protection are provided along NE 8th Street and 106th Avenue NE to strengthen retail and enhance pedestrian scale and experience at the sidewalk.*
- ii. The project will use high-quality, durable materials with well thought-out details that add visual interest to the exterior.*
- iii. The project seeks to present a simple, elegant building profile with clean, crisp line that is compatible with the intended character of the area while also standing out from the existing towers in Downtown Bellevue. At ground level, the pedestrian experience and the public streetscape are enhanced with a distinct architectural language at the tower podium, with entries clearly identified, weather protection provided, and massing pulled back at street level as appropriate to provide ample circulation space and a more human-scaled building relationship at grade.*

3. Provide Clear, Unobstructed views/ground floor uses

Guidelines

- i. Transparent windows should be provided on façades facing streets, parks, and open spaces;*

- ii. Views into and out from ground floor Active Uses may not be obstructed by window coverings, internal furnishings, or walls;
- iii. Interior walls may be placed a minimum of 20 feet from the window on the façade where Active Uses are a part of an exemption in the FAR Amenity System.

Response:

- i. **A high level of transparency is provided at street level, especially via the retail storefronts to ensure visual interest, safety, and the success of active uses at grade.**
- ii. **Views into and out from street level retail spaces will not be obstructed by window coverings or interior furniture along the window line to ensure maximum visual transparency for pedestrians and visitors to the active uses.**
- iii. **Interior walls at active uses will be located a minimum of 20 feet away from the window as appropriate to the intended function on the façade.**

4. Design Inviting Retail & Commercial Entries

Guidelines

- i. Primary entries to retail and commercial establishments should be transparent, allowing passersby to see the activity within the building and bring life and vitality to the street;
- ii. Architectural detail should be used to help emphasize the building entry including canopies, materials, and depth;
- iii. Building lighting should emphasize entrances;
- iv. Provide transom, side lights, or other combinations of transparency to create visual interest;
- v. Provide double or multiple door entries; and
- vi. Provide a diverse and engaging range of doors, openings, and entrances to the street such as pivoting, sliding or roll up overhead entrances.

Response:

- i. **Transparency is a priority at all primary building entrances and at all ground-level active uses in the podium. In these two zones, a highly transparent base using glass is specified to ensure the public along the West Plaza and along NE 8th Street can see the activity of the retail zones within the building and to allow the interior activity to spill out and help activate these exterior zones.**
- ii. **Building entries are emphasized with architectural details such as canopies, lighting, signage, and environmental graphics. At the NE outdoor plaza office entry, a canopy is suspended from above and will feature integrated lighting. Overall building and site lighting will emphasize entrances and create a clear and safe pedestrian experience at street level, while site signage and environmental graphics will further help to direct pedestrians to building entries.**
- iii. **Building and site lighting will be located in appropriate locations and designed to emphasize building entrances and outdoor walking paths, help guide pedestrians towards the entrances to the retail and from the outdoor plaza along NE 8th Street, and provide a safe and visually interesting entry experience.**
- iv. **Building entries provide increased transparency into active uses and lobby spaces by using a glazing type with increased transparency and reduced reflectivity.**
- v. **Multiple entries are provided to access the building from the NE Plaza at grade from which one can proceed to the interior retail uses or to the main building office lobby one floor below. The south drop-off, along the "Schnitzer Woonerf", features an entrance into the office lobby via multiple doors. In all entrances, double or multiple door entries are utilized.**
- vi. **The proposed project utilizes various types of openings at ground level to provide a diverse and engaging pedestrian experience. Along the west plaza, the retail spaces employ operable glazed**

<p><i>fenestrations to allow the retail to spill out to the plaza, providing increased activation when weather permits. Entries into the tower lobby via the NE plaza and located off the outdoor plaza or from the woonerf employ multiple doors, with either canopy structures above or building overhangs.</i></p>
<p>5. Encourage Retail Corner Entries</p>
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> <i>i. Locate entry doors on the corners of retail buildings wherever possible. Entries at 45-degree angles and free of visual obstructions are encouraged;</i> <i>ii. Locate primary building entrance at the corner;</i> <i>iii. Use weather protection, special paving, and lighting, to emphasize corner entry;</i> <i>iv. Use architectural detailing with materials, colors, and finishes that emphasize the corner entry; and</i> <i>v. Use doors with areas of transparency and adjacent windows.</i>
<p>Response:</p> <ul style="list-style-type: none"> <i>i. Where possible and appropriate, entry doors into active use / retail spaces may be provided near corners.</i> <i>ii. There are two principal building entrances with the one on NE 8th Street at the corner adjacent to the NE outdoor plaza.</i> <i>iii. Building entries will be emphasized through the thoughtful use of weather protection, paving materials, and lighting where appropriate.</i> <i>iv. Building entries will be emphasized with architectural detailing, material selection and variation, and color where appropriate.</i> <i>v. Where appropriate, doors with areas of transparency and adjacent windows will be used.</i>
<p>6. Encourage Inviting Ground Floor Retail & Commercial Windows</p>
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> <i>i. Retail and commercial uses should use unobstructed windows that add activity and variety at the street level, inviting pedestrians into retail and commercial uses and providing views both in and out;</i> <i>ii. Use clear window glazing;</i> <i>iii. Provide operable windows that open by pivoting, sliding or shuttering for restaurants, cafes, retail and commercial activity;</i> <i>iv. Install transom windows or other glazing combinations that promote visual interest.</i>
<p>Response:</p> <ul style="list-style-type: none"> <i>i. Retail and commercial uses will use unobstructed windows to increase the level of activity and visual interest at street level, creating an inviting retail experience and increasing transparency and security by providing views in and out.</i> <i>ii. The project will use clear window glazing to maximize transparency where applicable.</i> <i>iii. Where appropriate for ground floor active uses, operable glazed fenestrations may be studied for fit with the surrounding context and grade level change.</i> <i>iv. The project will utilize glazing strategies that promote visual interest.</i>
<p>7. Provide Multiple Entrances</p>
<p><i>Guideline</i></p> <ul style="list-style-type: none"> <i>i. Provide pedestrian entrances at frequent intervals to contribute to variety and intensity.</i>
<p>Response:</p>

<p>i. <i>The proposed project provides multiple pedestrian entrances at street level. There are two principal building entrances – both at grade with one on NE 8th Street and one on south along the access easement. Multiple entrances to the retail/active uses along NE 8th Street and 106th Avenue NE in addition to the building exit. A bike entrance is located east of the building entrance on the south access roadway and a separate entrance for services to back of the house facilities.</i></p>
<p>Middle (Tower) – LUC 20.25A.180.E</p>
<p>1. Tower Placement</p>
<p>Guidelines</p> <ul style="list-style-type: none"> i. Place <u>towers</u> away from parks, <u>open space</u>, and neighboring properties to reduce visual and physical impacts of the <u>tower</u> and allow the base <u>building</u> to be the primary defining element for the <u>site</u> and adjacent <u>public realm</u>. ii. Coordinate <u>tower</u> placement with other <u>towers</u> on the same block and adjacent blocks to maximize access to sunlight and sky view for surrounding streets, parks, <u>open space</u>, and properties.
<p>Response:</p> <ul style="list-style-type: none"> i. <i>The tower is located on the northwest quadrant of the site, away from proposed NE outdoor plaza, existing Symetra mid-block connection and is half the length of the podium on NE 8th Street which allows the podium (base building) to be the primary defining element for the site and adjacent public realm.</i> ii. <i>The tower is located away from the existing Symetra office building and the proposed development to the south (Onni) to maximize access to sunlight and sky view for these properties.</i>
<p>2. Maximize Energy Efficiency</p>
<p>Guidelines</p> <ul style="list-style-type: none"> i. Orient <u>towers</u> to improve <u>building</u> energy performance, natural ventilation, and daylighting; provided, that access to sky view is maintained and adverse wind and shadow impacts are minimized; ii. Vary the design and articulation of each <u>tower</u> façade to respond to changes in solar orientation. Where appropriate, adjust internal layouts, glazing ratios, balcony placement, fenestration, and other aspects of the <u>tower</u> design to manage passive solar gain and improve <u>building</u> energy performance; iii. Where possible, include operable windows to provide natural ventilation and help reduce mechanical heating and cooling requirements; and iv. When multiple <u>towers</u> are proposed, stagger the <u>tower</u> heights to create visual interest within the skyline, mitigate wind, and improve access to sunlight and sky view. In general, a variation of five <u>stories</u> or more provides a difference in height that can be perceived at street level.
<p>Response:</p> <ul style="list-style-type: none"> i. <i>Multiple configurations for the tower were studied during early concept design to find the best solution that balanced the (sometimes) conflicting needs of daylighting, energy performance, preservation of solar and view access, and shadow impacts. The office tower is oriented in an E-W direction to improve energy performance by having the broad façade facing north and south. This allows optimal use of daylighting on the north and south façades and decreases the width of the west façade to minimize heat gain in the afternoon.</i> ii. <i>The design will be thoughtful in its articulation and façade treatment as appropriate to respond to environmental conditions.</i> iii. <i>To maximize energy efficiency, operable windows will be explored for natural ventilation and to help reduce mechanical heating and cooling requirements.</i>

iv. Not applicable. Only one tower is proposed in the project.
3.Design Tower to Provide Visual Interest & Articulation <i>Guidelines</i> <ul style="list-style-type: none"> i. Incorporate variation and articulation in the design of each <u>tower</u> façade to provide visual interest and to respond to design opportunities and different conditions within the adjacent context; and ii. Articulate <u>towers</u> with high-quality, sustainable materials and finishes to promote design excellence, innovation, and <u>building</u> longevity.
Response: <ul style="list-style-type: none"> i. The tower features a curtain wall system that will incorporate architectural elements to create visual interest and to respond to different adjacent conditions. ii. The project will specify high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity.
4.Promote Visually Interesting Upper Floor Residential Windows <i>Guidelines</i> <ul style="list-style-type: none"> i. The windows of a residential <u>building</u> should be pleasing and coherent. Their size and detailing should be of a human scale with regular spacing and a rhythm of similarly shaped windows; ii. Windows should be residential in character; iii. Windows should be operable; and iv. Windows should have trim round framed openings and be recessed from the <u>building</u> façade, not flush.
Response: Not applicable. No residential uses are proposed.
Top – LUC 20.25A.180.F
1.Create Attractive Building Silhouettes & Rooflines <i>Guidelines</i> <ul style="list-style-type: none"> i. <u>Building</u> rooflines should be dynamic, fluid, and well-articulated to exhibit design excellence while creating a dynamic and attractive skyline; ii. Include <u>towers</u> or similar vertical architectural expressions of important <u>building</u> functions such as entries; iii. Vary roof line heights; and iv. Incorporate well-detailed cornices that have significant proportions (height and depth) and create visual interest and shadow lines.
Response: <ul style="list-style-type: none"> i. The proposed tower creates a simple yet modern form against the Bellevue skyline. The mechanical screen is recessed back from the tower façade with complementary yet different finish materials and colors to reinforce the clean, crisp line of a timeless, classic architectural design that meets the sky. ii. The building massing modulation at the podium base with exposed structural braces, recesses, changes in planes with the masonry panels accentuates the vertical architectural expressions of entries and retail functions. iii. The roofline is varied with the tower extending up on the perimeter, mechanical screen and penthouse stepping back and receding from the tower façade.

- iv. The podium corner recess along 106th Avenue NE and the intentional but subtle extruded "mega grid" design element creates visual interest and shadow lines.***

2. Foster Attractive Rooftops

Guidelines

- i. Roof shape, surface materials, colors, and penthouse functions should all be integrated into the overall building design. LUC 20.25A.130 provides guidance for rooftop mechanical equipment;***
- ii. Provide rooftop terraces, gardens, and open spaces;***
- iii. Incorporate green roofs that reduce stormwater runoff;***
- iv. Consolidate and screen mechanical units; and***
- v. Occupied rooftop amenity areas are encouraged; provided, that potential noise and light impacts on neighboring developments are minimized.***

- i. The proposed tower creates a simple yet modern form against the Bellevue skyline. The mechanical screen is recessed back from the tower façade with complementary yet different finish materials and colors to reinforce the clean, crisp line of a timeless, classic architectural design that meets the sky.***
- ii. Green roof and open spaces are provided at the top of the podium base on Level 5 and on the street level on NE 8th Street. On the West covered plaza, the pedestrian connection is extended visually through a series of cascading steps that descends from north to south along 106th Avenue NE.***
- iii. Extensive green roof is incorporated to the top of the podium base on Level 5 and designed to mitigate stormwater runoff.***
- iv. All mechanical units have been consolidated to the tower roof. All mechanical units are screened from the side.***
- v. There are no occupied rooftops being planned at this time but if developed in future, care and attention will be exercised to minimize potential noise and light impacts on neighboring developments.***

ADMINISTRATIVE DEPARTURE REQUEST FORM

January 12, 2021 (April 20, 2021 updated)

Permit #: **20-109940 LD**Project Name: **The Artise "NE 8th & 106th"**Administrative Departure requested for LUC: **20.25A.020****Provide written responses using this form (in Word format) to**

- 1) describe the Departure requested and**
 - 2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.**
- Provide a *separate* Administrative Departure Request Form for each Departure requested.**

Response sections below will expand to fit your answers as more space is needed.**Refer to Land Use Code for complete wording and requirements at:**<https://bellevue.municipal.codes/LUC>**Written Description of Departure Being Requested:**

Provide a written narrative below, describing the departure being requested (reason for request, design, dimensions, etc.) and how Departure fits into the design of the project as a whole. Attach diagrams, plans, and/or renderings as needed to this Administrative Departure Request Form to adequately describe the Departure.

Response:

As defined under LUC 20.25A.020, the building shall be constructed at the build-to line which is the back of the required sidewalk unless it is designated otherwise by the Director through an Administrative Departure pursuant to LUC 20.25A.030.D.1 to accommodate plaza space, building modulation or other ground level open space that retains the intended connection between the publicly accessible pedestrian realm and ground level internal portions of the building.

The project proposes the building frontage along 106th Avenue NE to be set back from the build-to line ranging from 25 feet to 27 feet (south to north) in order to create a covered plaza with enhanced streetscape and outdoor spaces that can be used 24/7 year round for various types of pedestrian activities ranging from spill out areas for the active use spaces, respites, outdoor seating, weather protection, and connection between the NE 8th Street ROW to the 106th Avenue NE Entertainment Avenue. See the 106th Avenue NE Build-to Line Diagram, Detail 1, Sheet GI-006.

The project also proposes portion of the building frontage along NE 8th Street for approximately 74 feet plus to be set back from the build-to line ranging between 6 inches to 9 inches in order to provide a continuous building façade for quality architecture and pedestrian experience instead of creating a "kink" in the building façade as defined by the build-to line. The "kink" referenced herein is shown on the CAD file for NE 8th Street Channelization provided by Department of Transportation. See the NE 8th Street Build-to Line Diagram, Detail 4, Sheet GI-006.

In addition, this project proposes an outdoor plaza at the NE corner of the project site as an amenity to strengthen the existing Symetra mid-block connection. As such, the building façade is being setback from the build-to line in this location.

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

- i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; **AND**

The land use code requires that the face of the building along 106th Ave NE be located at the build to line at the back of the sidewalk.

This departure seeks approval to set #1) the entire west facing building façade including building entry and access to the active use spaces 25 – 27 feet (south to north) from the build to line along 106th Ave NE; #2) upper part of the north facing building façade along NE8th to create an open plaza at the NE corner of the project site and build and #3) an approximately 74 feet plus to be set back from the build-to line ranging between 6 inches to 9 inches due to the “kink” of the COB proposed curb line.

- ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; **AND**

This departure allows for the realization of a unified street level experience along the full extent of 106th Ave NE yielding a great street experience as encouraged by the land use code, reinforcing the character of the Entertainment Avenue and an enhancement of the existing Symetra mid-block connection with the addition of the open plaza at NE corner of the site providing visual relief as a green oasis along NE8 encouraging various mode of pedestrian activities to activate the street.

The setback of the main entry and active use from the build to line also has a practical purpose. It allows sufficient horizontal distance for a transition zone sized to make up for the grade elevation differences between the flat floor at the inside of the retail marketplace entry and the sloping sidewalk immediately outside. This allows for a both ADA access and a desirable pedestrian experience as one enters the building.

- iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; **AND**

Meets the following Comprehensive Plan goals:

UD-12 Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.

UD-25 Ensure that site and building design relates and connects from site to site.

UD- 35 Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design.

- iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met;
OR
- v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

This proposal meets the criteria for an administrative departure because of the following:

1. The resulting design advances the Comprehensive Plan goals as stated above.
2. The resulting design is more consistent with the purpose and intent of the land use code because allows for a unified pedestrian experience along 106th Ave NE as it transitions from NE 8th Street to the south with the adjacent Onni Development reinforcing the character of the Entertainment Avenue. Further the open plaza at the NE corner of the site facing NE 8th expands the existing Symetra mid-block connection for an enhanced pedestrian connector from the Bellevue Transit Center to NE 8th.
3. The modification from the build to line allows for weather protection 24/7 year round for pedestrian activities and is necessary to achieve the Comprehensive plan objective.

For the reasons stated above, it is believed that the administrative departure criteria required by the terms of the Land Use code have been met.

ADMINISTRATIVE DEPARTURE REQUEST FORM

September 11, 2020

Permit #: 20-105189 LD

Project Name: "The Artise (NE 8th & 106th)"

Administrative Departure requested for LUC 20.25A.080.F.2

Provide written responses using this form (in Word format) to 1) describe the Departure requested and 2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D. Provide a *separate* Administrative Departure Request Form for each Departure requested.

Refer to Land Use Code for complete wording and requirements at:

<https://bellevue.municipal.codes/LUC>

Written Description of Departure Being Requested:

Provide a written narrative below, describing the departure being requested (reason for request, design, dimensions, etc.) and how Departure fits into the design of the project as a whole. Attach diagrams, plans, and/or renderings as needed to this Administrative Departure Request Form to adequately describe the Departure.

Response:

LUC 20.20.590 states that property owners may design and construct up to 50% of the approved parking spaces in accordance with the dimensions for "compact" stalls rather than "standard" stalls. LUC 20.25A.080.F.2 supersedes that code section for downtown Bellevue projects and allows up to 65% of approved parking spaces in accordance with the dimensions for "compact" stalls if approved through an administrative departure.

The project is located in the Downtown O-1 zone at the southeast corner of NE 8th Street and 106th Avenue NE and proposes to provide 65% of the overall parking stalls as compact stalls. See Sheet GI-004.

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

- i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; **AND**

Response:

The Comprehensive Plan recognizes that parking should be engineered to meet the expected demand. The Plan also recognizes that the City has an obligation to balance the environmental impacts of regulatory decisions on the City's commitment to provide for sufficient infrastructure. Reducing the number of "standard" parking stalls advances the Plan by right-sizing the parking to fit the anticipated needs of the project. Further, smaller parking stalls encourage smaller cars and promotes a more efficient garage floorplate, both of which promote a more efficient use of resources.

The design advances the following specific Comprehensive Plan policies:

- S-DT-151: Encourage the joint use of parking and permit the limitation of parking supply.
- EN-1: Balance the immediate and long-range environmental impacts of policy and regulatory decisions in the context of the city's commitment to provide for public safety, infrastructure, economic development, and other obligations.
- EN-6: Establish an achievable citywide target and take corrective actions to reduce greenhouse gas emissions such as reducing energy consumption and vehicle emissions, and enhancing land use patterns to reduce vehicle dependency.

- ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; **AND**

Response:

The land use code allows up to 65% compact stalls with a departure, recognizing the need to right-size parking stalls within the limited extents of a project site and maximize efficiency. The project proposes to include 65% compact stalls of the overall parking stall count. The project will work through its final garage design as the design advances to make sure it maximizes efficiency in its garage floorplates.

- iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; **AND**

Response:

The project currently seeks approval for 15% additional compact stalls, which the code allows. The project will continue to develop its garage design and ensure its ultimate design includes the minimum necessary to right-size the parking within the below-grade garage floorplates.

- iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met;
OR
- v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

Response:

The departure criteria for compact stalls listed above have been met.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 20-105189 LD

Project Name: The Artise (NE 8th & 106th)

Administrative Departure requested for LUC 20.25A.170.B.1.i
(insert code section)

Provide written responses using this form (in Word format) to 1) describe the Departure requested and 2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form for each Departure requested.

Refer to Land Use Code for complete wording and requirements at:
<https://bellevue.municipal.codes/LUC>

Written Description of Departure Being Requested:

Provide a written narrative below, describing the departure being requested (reason for request, design, dimensions, etc.) and how Departure fits into the design of the project as a whole. Attach diagrams, plans, and/or renderings as needed to this Administrative Departure Request Form to adequately describe the Departure.

Response:

LUC 20.25A.170.B.1.b.i defines “Transparency” as ability to see through a window or door at the pedestrian eye level. The pedestrian eye level is 30 inches to eight feet up from the sidewalk, following the adjacent sidewalk slope. LUC 20.25A.070.C.1.a requires FAR exemption for the ground level active uses to meet the standard of “A” ROW transparency requirement of 75% instead of “C” ROW classification for NE 8th Street.

The project proposes to measure transparency at NE 8th Street Frontage from the sidewalk level 3 inches to eight feet up from the sidewalk. (Refer to Sheet GI-007 NE 8th Street Frontage Detail.) This is to accommodate the precast panel extending to the ground plane instead of terminating above the canopy. By extending the precast panels, it creates the visual interest, variation of materiality necessary for an enhanced pedestrian experience while accentuating the verticality of the precast elements creating a base & podium for the building. In essence, this is consistent with the Design Guidelines of Streetscape and Public Realm.

Further, due to the significant grading change on NE 8th Street, the pedestrians are able to see through the storefront window or door as they transverse up or down the sidewalk on NE 8th Street rather than the eye level measured from a flat surface.

In summary, we submit the current design provides transparency that is practical from the pedestrian experience while meeting the intent of transparency requirement at 77% exceeding the 75% requirement threshold.

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

- i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; **AND**

Response:

The proposed design advances Comprehensive Plan goals and policies. The Urban Design Goal is to develop a functional and aesthetically pleasing Downtown which creates a livable and highly pedestrian-oriented urban environment that is compatible with adjacent neighborhoods. The façade design incorporating the precast panel promotes an attractive and functional pedestrian environment. It balances the transparency requirement while creating a visual point of interest every 30 feet, the variation of materials adding a textural feel with interesting modulation, and a sense of prominence and quality compared to a 100% storefront design. This results in a street frontage that is welcoming for pedestrians and inviting to the adjacent retail spaces. In addition, the precast panel façade compliments the precast panel façade surround framing the plaza building entry and the pavement treatments off the plaza. This further helps to enhance the visual interest for pedestrian experience or from a vehicular vintage point of view.

This design with the departure advances the following Comprehensive Plan policies:

- DT-40: Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian scaled lighting, street furniture, bicycle parking, pavement treatments, medians or other softening and design treatments as appropriate. LU – 35: Adopt and maintain policies, codes and land use patterns that promote walking in order to increase public health.
- DT-48: Provide for a sense of approach to Downtown at key entry points through the use of gateways and identity treatments that convey a sense of quality and permanence.

- ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; **AND**

Response:

The purpose of the weather protection requirements in the land use code is to ensure a baseline level of transparency for pedestrian to look through storefront or door into the active use spaces. Specifically, LUC 20.25A.170.B.1.b.i defines “Transparency” as ability to see through a window or door at the pedestrian eye level. Here, the design advances the purpose and intent of the code by exceeding the baseline amount of transparency balanced with superior design and variation in building façade for streetscape and public realm.

- iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; **AND**

Response:

In terms of transparency area provided, the proposed design exceeds the land use code minimum.

- iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met;
OR
- v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

Response:

Not applicable. There are no specific departure requirements in the land use code for transparency, and there is no applicable Development Agreement.

ADMINISTRATIVE DEPARTURE REQUEST FORM

September 11, 2020

Permit #: 20-105189 LD

Project Name: "The Artise (NE 8th & 106th)"

Administrative Departure requested for LUC 20.25A.090 & 110

Provide written responses using this form (in Word format) to 1) describe the Departure requested and 2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D. Provide a *separate* Administrative Departure Request Form for each Departure requested.

Refer to Land Use Code for complete wording and requirements at:

<https://bellevue.municipal.codes/LUC>

Written Description of Departure Being Requested:

Provide a written narrative below, describing the departure being requested (reason for request, design, dimensions, etc.) and how Departure fits into the design of the project as a whole. Attach diagrams, plans, and/or renderings as needed to this Administrative Departure Request Form to adequately describe the Departure.

Response:

LUC 20.25A.090 & 110 requires 20' sidewalk, plus a 6" curb along the project's 106th Avenue NE frontage, which includes a 5' tree pit. Within the tree pits, LUC 20.25A.110.A.1 requires "large" Elm trees to be planted. The large trees are required to be planted 30' apart from one another.

The project proposes the trees to be spaced more than 30' apart along the 106th Avenue NE street frontage. In addition to the trees, 5' wide planter strips will be provided instead of tree pits to provide additional greenery supplementing the trees and continue the planter strips proposed by the development to the south (Onni). See Sheet LS1.01 – Materials Plan Level 1

LUC 20.25A.090 & 110 requires 16' sidewalk, plus a 6" curb along the project's NE 8th Street frontage, which includes a 5' planting strip. The project proposes to space the required street trees more than 30' apart in order to (i) coordinate the trees with underground utility and existing fire hydrants, (ii) accommodate the street light and (iii) relocate the required above grade boxes initially proposed by PSE at the ROW away from the open plaza to ensure a better pedestrian experience and visual clarity to the open plaza. See Sheet LS1.01 – Materials Plan Level 1.

Overall, the street frontage design with the tree locations proposed enhances pedestrian safety and accommodates the competing interests for lighting, services, access, and a lush streetscape on both the 106th Avenue NE and the NE 8th Street frontage.

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

- i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; **AND**

Response:

The resulting design advances Comprehensive Plan goals and policies. The Comprehensive Plan encourages projects to plan for curbside loading areas to accommodate passenger drop-off and rideshare/transportation network companies. The Comprehensive Plan also encourages street improvements that foster a safe and attractive pedestrian environment. The proposal for planter strips helps to reduce drop off/pick up activity at this intersection to ensure the highest level of pedestrian safety while maintaining an attractive, landscaped street edge. The Comprehensive Plan also sets a goal to "develop and maintain all utilities at the appropriate levels of service to accommodate the city's projected growth." The departure meets this goal by allowing for a street tree configuration that also supports utility connections necessary for the project.

The design with the departure advances the following specific Comprehensive Plan policies:

- S-DT-39 Design and manage the Downtown streets to provide mobility and to promote a safe, attractive environment.
- S-DT-40 Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatment, as appropriate.

- ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; **AND**

Response:

LUC 20.25A.170.A.3.b.v instructs that projects should "use trees, shrubs, and plants to help define walkways, create transitions from open spaces to the street, and provide visual interest." The additional space between tree locations allows visual connection and porosity between the street and the sidewalk, which better define this space. The design also proposes some areas of additional landscape strips in addition to the large street trees. This ensures a lush streetscape environment.

- iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; **AND**

Response:

Along 106th Avenue NE and NE 8th Street, tree placement are dictated by a need to coordinate with underground utility, fire hydrant and street light. In each instance, the additional distance between trees is the minimum necessary to accommodate all of the competing uses of the streetscape.

- iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met;
OR
- v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

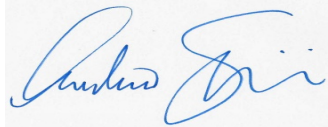
Response:

LUC 20.25A.090.B states that "the Director may approve an Administrative Departure for the location or size of tree pits and planter strips if the applicant is unable to meet the requirements of this subsection due to utility placement or other obstructions that are out of the applicant's control." The proposed departure meets this standard because the presence of planter strips may reduce drop off/pick up activity at this intersection or J-walking across 106th Avenue NE, ensure more superior pedestrian experience at the open plaza along NE 8th Street, and avoid conflicts with utility vaults, streetlights, and fire hydrant

CERTIFICATE OF CONCURRENCY

The Artise

This certificate documents the Transportation Department Director's decision that the development project at 10605 NE 8th Street (File No. 20-109940 LD) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 464 net new p.m. peak hour trips to that project, subject to Process II appeal of either the concurrency determination or the Design Review decision. This reservation will expire one year from the land use decision date unless a complete building permit application is filed prior to that date (BCC 14.10.040F). At the time of a complete building permit application, the concurrency reservation will remain in effect for the life of that application (BCC 23.05.090H). Upon issuance of the building permit, concurrency is reserved for one year; the applicant may request up to two one-year extensions (BCC 23.05.100E).



Director, Transportation Department

May 6, 2021

Date

Certificate No. 140

September 11, 2020 (Revisions to June 4, 2020 ADR Submittal in red underlined)

Permit #: 20-105189 LD

Project Name: "The Artise (NE 8th & 106th)"

Comprehensive Plan Policies – Responses

COMPREHENSIVE PLAN POLICIES Comprehensive Plan - Volumes 1 and 2	
<p>Provide a written response to each <u>applicable</u> Comprehensive Plan Policy. Refer to Comprehensive Plan for complete wording and requirements at:</p> <p>https://planning.bellevuewa.gov/planning/comprehensive-plan/</p>	
<u>VOLUME I – HOUSING (HO) AND URBAN DESIGN (UD) POLICIES</u>	
Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
Urban Design & the Arts (UD) Policies	
UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.	<p>The proposed project meets this guideline by creating a new iconic tower for Bellevue's skyline and an active, inviting pedestrian experience at street level that welcomes the community into downtown Bellevue. It will become a new central hub for the city - inspiring residents and visitors alike.</p>
UD-2: Preserve and enhance trees as a component of the skyline to retain the image of a "City in a Park."	<p>Project is exempt from Tree Protection as it is in the Downtown Core. City of Bellevue Pre-Application response letter has requested all street trees be replaced with approved species and be installed with the soil volumes as required by the City of Bellevue Environmental best Practices Guidelines. The project's landscape architect will select varieties and compositions of trees and plants designed to create an urban park-like setting to advance this goal.</p>
UD-4: Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design Green walls features.	<p>This project provides safe, engaging and attractive pedestrian environments:</p> <p>There is a proposed open space mid-block plaza at the mid-block point of NE 8th Street. This plaza location includes an activated building entry, a large open space, separation and setback from NE 8th Street and will be activated with a dynamic and artistic fountain feature that will activate this street edge year around. The "Green Room" as the plaza is called will enhance the mid-block pedestrian experience and connections to the Symetra plaza as well as the Onni development proposal and major public open space to the south.</p> <p>NE 8th Street frontage includes a planter strip with intermittent seat walls and robust plantings that create a feeling of protection from the vehicles on NE 8th Street and provide space for retail activation of the active uses.</p>

	<p>Along 106th Avenue NE the ground level building is set back from the build to line to create a year around covered outdoor space and Enhanced sidewalk zone that will activate the retail spaces on this building frontage, providing a gateway to this corner of the super block and the "Entertainment Street".</p> <p>The internal access streets that connect the existing garages of the buildings on this block are designed to provide safe and dedicated pedestrian sidewalks to define the pedestrian zones and connect the mid-block in an attractive and cohesive pedestrian experience. The west side of the east / west access street on the south side of this project is being developed as a "woonerf" or curbless street to slow traffic and enhance the pedestrian connections to the proposed Onni project to the south.</p>
UD-10: Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed use areas.	<p>The proposed project is comprised of two massing elements – the podium and the tower. The design of the podium is an elegant composition of textured and variegated masonry panels that are organized to draw the eye up towards the tower. The tower creates a simple yet modern form against the Bellevue skyline. The use of a sleek high-performance curtainwall glazing system is contrasted by a subtle, yet intentional Mega Grid design element. This contemporary design creates an elegant 'lantern' that integrates lighting and environmental design to accentuate the Downtown Bellevue skyline.</p>
UD-11: Develop Downtown and other mixed-use areas to be functional, attractive and harmonious with adjacent neighborhoods by considering through-traffic, view, building scale, and land use impacts.	<p>The site is bound on four sides by NE 8th Street, an "Auto Priority Street" to the north, 106th Avenue NE, "Entertainment Avenue" to the west, an existing office tower Symetra with mid-block pedestrian corridor to the east, and a new proposed mixed-use office / residential high-rise development to the south (Onni).</p> <p>The proposed project seeks to create a functional and attractive downtown space that respects the pedestrian scale. By introducing a secondary principal entrance at the NE building corner anchored by an attractive public outdoor plaza that is accessible, unobtrusive, and respectful of the existing character of downtown. The project reinforces and completes the mid-block connection network established at the Symetra block. NE 8th Street is Downtown Bellevue's most automobile-oriented street. As such, it is the street least hospitable to the pedestrian. The intention behind the proposed NE outdoor plaza as the foyer to the secondary principal entrance, is to</p>

	<p>provide a pedestrian oasis, activated by retail and a major building entry, mid-way along the 600-foot-long stretch between 106th Avenue NE and 108th Avenue NE. The NE outdoor plaza offers an attractive and convenient connection away from heavy arterial traffic while strengthening the mid-block connection to encourage pedestrian traffic from the Transit Center and Grand Connection to the South.</p> <p>The development also includes a sizeable covered retail plaza to the west, fronting 106th Avenue NE herein referenced as the West covered plaza. The West covered plaza creates 24/7 opportunity for retail and pedestrian activities with weather protection to enhance the character of 106th Avenue NE as the "Entertainment Avenue".</p> <p>New transportation trends such as increased Uber / rideshare (transportation network companies) use and new public transit routes were taken into consideration by creating a proportionate curbless drop-off zone, referenced as the Schnitzer Woonerf', internal to the site for convenient pick-up and drop-off without encroachment into 106th Avenue NE.</p>
UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.	Building setbacks along 106 th Avenue NE and the Open Space Plaza at the mid-block of NE 8 th Street are universally accessible and designed with all ages and abilities in mind.
UD-17: Support and encourage a variety of artwork in public places, such as parks, public buildings, and plazas.	This project aims to provide multiple locations for art to actively engage the public – opportunities for artwork at the northwest building corner to signify the portal to Downtown Bellevue and opportunities within the northeast public plaza adjacent to the existing mid-block pedestrian corridor and the west covered retail plaza along 106 th Avenue NE.
UD-21: Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.	The open space plaza at the mid-block provides a direct connection to the existing Symetra building mid-block connection. This connection will provide pedestrians arriving at the transit center an obvious route through the mid-block and through the proposed mid-block Open Space Plaza into the entry of this development. The interior connection along NE 8 th Street through the building and down to the ground level on the south side of the building will be inviting and easy to navigate.

UD-23: Encourage excellence in architecture, site design and workmanship, and durability in building materials to enrich the appearance of a development's surroundings.	Site elements are designed to be durable and timeless through the use of concrete, steel, hard wood and precast elements.
UD-24: Encourage the creation of iconic visual reference points in the community through innovative site and building designs.	<p>The mid-block NE outdoor plaza will become an iconic visual reference point through its feature element of water. This open space is activated by becoming a major building entry, a mid-block connection point and a place of respite along NE 8th Street.</p> <p>The building setback plaza along 106th Avenue NE is a covered outdoor space that will be used year around. The building's art work component and the curtainwall façade facing 106th Avenue NE above this outdoor space will become a well-used and memorable space within the city.</p>
UD-25: Ensure that site and building design relates and connects from site to site.	The site design for this project provides opportunities for the public to enter on to the site and into the super block through publicly accessible open spaces. This ensures a consistency with the existing and proposed projects on this block where buildings are set back from their build to lines to encourage activation of the space and connection to the future Major Public Open Space.
UD-26: Encourage visual, auditory and tactile design elements in the built and natural environment.	Site based art work, landscape, outdoor plaza, enhanced sidewalk zone and the curbless street environment include a variety of visual, auditory and tactile design elements
UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.	This project provides an opens space plaza along NE 8 th Street, referenced as the NE outdoor plaza. This open space enhances the mid-block pedestrian connection along this super block and provides access to the mid-block pedestrian environment. A covered outdoor space on 106 th Avenue NE is integrated into this corner of the larger super block and provides year around access and activation at this Gateway to the entertainment district and the Major Public Open Space and pedestrian corridor to the south
UD-28: Encourage private and public developers to integrate art into the design of the public areas of their projects.	Artistic and dynamic water feature elements are proposed at the mid-block open space plaza. Commissioned art works are proposed at the 106 th Avenue NE frontage.

UD-29: Integrate rooftop mechanical equipment screening with building architecture.	<p>The rooftop mechanical equipment will be offset from the building curtainwall façade as a background element without distracting from the building silhouette that is modern, clean, and crisp.</p> <p>The mechanical screen and equipment will be of a complementary finish to the building curtainwall façade.</p>
UD-31: Utilize green roofs and walls where they enhance the character of Bellevue as a "City in a Park" and soften the visual impact of development.	<p>Green roofs at the top of the podium level are included in this project to soften the visual impact of the roof and to ensure the project reaches the code required Green and Sustainability factor score for this project.</p> <p>Green walls are proposed at the mid-block open space along NE 8th Street to enhance the "green room" them of this public amenity and to enhance the "City in a Park" theme of the city of Bellevue.</p>
UD-32: Provide design treatments for blank walls that are visible from the public right of way.	<p>The proposed project will endeavor to minimize blank walls visible from the public right of way, however a solid wall at the east near the service entry at 106th Avenue NE must have limited openings. Designed by incorporating materials with texture, the appearance of the blank walls will be enhanced with adjacent landscape elements.</p>
UD-33: Encourage public and private development to incorporate access to sunlight.	<p>The 25-story tower for the proposed development is intentionally sited along the NW corner to minimize the impact of the development on adjacent properties and maximize available sunlight at the ground plane.</p>
UD-34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.	<p>The project is meeting the required canopy and weather protection requirements along NE 8th Street providing shade and weather protection over pedestrian path with canopy structures attached to the proposed building. By utilizing transparent or translucent materials where appropriate, both weather protection and access to sunlight are provided.</p> <p>Along 106th Avenue NE retail edge, the building soffit is an integral design element providing weather protection for the pedestrian plaza, seating areas, and retail spill-out zones. Further, the podium corner is carved and modulate at both the NW and SW corner to allow the plaza more daylight and access to sunlight.</p>

<p>UD-35: Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design.</p>	<p>All ground level spaces are visible and accessible from the public rights of way and sidewalks. Active use spaces are visible through the Open Space Plaza on NE 8th Street and / or are built to the Build to line at the back of the sidewalk. Along 106th Avenue NE the enhanced sidewalk zone and covered outdoor space is open and accessible from the adjacent sidewalks and active use spaces are visually accessible. The primary building entry along the south façade is visible from the sidewalk and fronts the proposed curbless street that is pedestrian and vehicularly accessible.</p>
<p>UD-36: Reduce the visual impact of parking lots, parking structures and service docks to public areas using architectural design, site design, landscaping, screening and appropriate lighting.</p>	<p>The proposed parking for the project is in a below-grade garage. To reduce visual impact, the garage entry is not directly open to either NE 8th Street or 106th Avenue NE. It is accessed via a single entry point at the south building wall which provides parking access to the garage via access off NE 8th Street and 106th Avenue NE.</p> <p><u>The loading / service dock has been relocated to be accessed via the east-west interior access road which is now not visible from the pedestrian along NE 8th Street. This also further minimizes the visual impact from not only the NE 8th Street sidewalk but also from the pedestrians along the Symetra mid-block connector.</u></p>
<p>UD-38: Minimize paved surfaces within open spaces and use permeable surfaces where appropriate.</p>	<p>All proposed open spaces are built over building below and will contain landscaped planters to help minimize the impermeable surfaces.</p>
<p>UD-39: Minimize excessive glare from reflective building material and outdoor lighting into residential areas using appropriate site design and technology.</p>	<p>An exterior glazing material will be selected that will help to minimize bothersome reflectivity to adjacent structures. The project <u>will be designed to earn LEED Gold certification</u> and measures such as LEED credit SS* Light Pollution Reduction will be studied as one of the potential credits.</p>
<p>UD-40: Employ design guidelines that guide the form and placement of large buildings to reduce wind impacts on public spaces.</p>	<p>The project will employ design guidelines and consult wind study consultant as needed to reduce wind impacts on public spaces.</p>

UD-41: Design context appropriate stormwater management facilities that reflect the unique character and design elements of the neighborhood in which the site is situated.	The project will design and meet the city stormwater management guidelines and requirements appropriate to the project site.
UD-42: Use low impact development principles early in the site design and development process.	Green roof is included on the Level 5 podium and visible for both the project tenants and neighboring buildings.
<u>DOWNTOWN, COMMERCIAL and MIXED-USE DEVELOPMENTS</u>	
UD-44: Incorporate the character of the surrounding community into the architecture, landscaping and site design of commercial and mixed use centers.	Active publicly accessible open spaces are provided on all sides of this development to integrate this project into the surrounding downtown context. Opportunities for small retail shops, integrated artwork, water features, open space and downtown hardy, interesting and engaging landscaping create a project that compliments the downtown core.
UD-45: Ensure that perimeter areas of more intense developments use site and building designs that are compatible with and connect to surrounding development where appropriate.	The site is centrally located in Downtown Bellevue and not in a perimeter area. The tower design speaks to the high-intensity development patterns of the Downtown Bellevue. The site design at grade connects to adjacent properties in a seamless way - integrating additional public spaces with the existing pedestrian network.
UD-46: Encourage site and building designs that support and connect with existing or planned transit facilities.	The mid-block open space along NE 8 th Street provides a strong connection to the mid-block open space pedestrian network that feeds back into the major transit hub on the SE corner of this super block.
UD-47: Mitigate potential impacts to surrounding neighborhoods using landscaping, greenspace and other urban design elements.	<p>The project is providing ample greenspace and landscaping to mitigate potential impacts to the surrounding neighborhoods.</p> <p>The proposed NE outdoor plaza is an open plaza at the NE corner of the base building enhancing the existing Symetra mid-block pedestrian corridor. The expanded covered pedestrian plaza with an enhanced streetscape full of lush landscaping, decorative paving, outdoor seating is proposed at the west pedestrian / retail plaza along 106th Avenue NE. Planter strips instead of tree pits are proposed for the 106th Avenue NE public sidewalk providing a continuous green edge for an enhanced visual experience.</p>

<p>UD-48: Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.</p>	<p>The mid-block open space plaza that incorporates green walls and water features and is "front door" to this development provides activation to the NE 8th Street frontage.</p> <p>Seat walls and seating elements in the right of way planter strip along NE 8th Street provide places for sitting, respite and retail activation.</p> <p>The covered outdoor space and enhanced sidewalk zone along 106th Avenue NE provide year around useable outdoor opportunities.</p> <p>The mid-block pedestrian and automobile circulation are integrated into a cohesive and functional space, combining areas of curbless integration of pedestrians and vehicles as well as curbed vehicular zones and separated pedestrian pathways. Landscape is included to soften building facades and provide green pathways through mid-block connections.</p>
<p>UD-49: Incorporate architectural character, landscaping and signs into commercial and public centers to make them functionally cohesive.</p>	<p>Landscaping at the rights of way along 106th Avenue NE and NE 8th Street provide a feeling of protection and buffer between vehicles and pedestrians. The plant palette of Northwest native and adaptive species will further celebrate Bellevue's "City in a Park" goals.</p> <p>Onsite landscaping will contain NW native and adaptive plants and will be used to define space, provide shade, create interest and enhance the story and theme of the outdoor spaces.</p>
<p>UD-50: Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.</p>	<p>The project is meeting the build-to line except where the west retail edge at the street level is set back approximately 25 feet to create a covered pedestrian plaza with the design goal to activate retail and enliven the street edge along 106th Avenue NE.</p>
<p><u>SIGNS and WAYFINDING</u></p>	
<p>UD-51: Ensure sign design and placement is compatible with building architecture, neighboring commercial signs and with the visual character of the community.</p>	<p>Wayfinding and retail signage will be located to be clear, unobtrusive and compatible with the building architecture and downtown character and design guidelines.</p>
<p><u>VEGETATION and LANDSCAPING</u></p>	

UD-55: Exemplify the Pacific Northwest character through the use of appropriate plants in new landscaping.	NW native and adaptive plant species will be the primary plant palette for this development. Plants (trees, shrubs, groundcovers and vines) will be carefully selected for their specific site constraints, solar access and available soil conditions.
<u>PUBLIC SPACE</u>	
UD-58: Provide a system of public places of various sizes and types throughout the community with a variety of experiences and accommodations.	The publicly accessible open space plaza along NE 8 th Street (aka NE outdoor plaza) and the covered outdoor space (aka West covered plaza) accessible along 106 th Avenue NE provide year-round activated public places.
UD-59: Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.	The publicly accessible open space plaza along NE 8 th Street (aka NE outdoor plaza) and the covered outdoor space (aka West covered plaza) accessible along 106 th Avenue NE provide year around activated public places. The variety in the available public outdoor space provides access to sunlight, visual site lines that provide a sense of security, ample seating, hardy landscaping and connections to and through the development's interior public spaces and active use facades.
UD-60: Incorporate weather protected areas into major public places.	The publicly accessible open space plaza along NE 8 th Street (aka NE outdoor plaza) and the covered outdoor space (aka West covered plaza) accessible along 106 th Avenue NE provide year-round activated public places.
UD-61: Consider the edges of public places that abut residential property for special design treatment to create a buffer that does not interfere with security or visual access.	Not applicable to the project.
<u>SIDEWALKS, WALKWAYS, and TRAILS</u>	
UD-65: Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, planter strips, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation.	The public outdoor spaces for this development meet ADA accessibility requirements and accomplish all of the stated goals of UD-65 that are applicable and relevant to this project.

September 11, 2020 (Revisions to June 4, 2020 ADR Submittal in red underlined)

Permit #: 20-105189 LD

Project Name: "The Artise (NE 8th & 106th)"

Comprehensive Plan Policies – Responses

STREET CORRIDORS	
UD-73: Design enhanced streetscapes at designated intersections and key entry points into the city and into smaller districts. (See Map UD-1)	The West covered plaza along 106 th Avenue NE is being designed as an enhanced streetscape to activate the corner position of the project on the NW corner of this superblock and to act as a gateway to the "Entertainment" street.

<u>VOLUME II – DOWNTOWN SUBAREA POLICIST (S-DT)</u>	
Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
DOWNTOWN (SD-T) POLICIES	
POLICY S-DT-1. Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.	The publicly accessible open space plaza along NE 8 th Street and the covered outdoor space accessible along 106 th Avenue NE provide year around activated public places that will improve the opportunities and livability for downtown residents, employees, shoppers and visitors.
POLICY S-DT-3. Develop Downtown as an aesthetically attractive area.	The publicly accessible open space plaza along NE 8 th Street and the covered outdoor space accessible along 106 th Avenue NE provide year around activated public places that are designed to be aesthetically attractive with integrated art, water, seating and gathering spaces.
POLICY S-DT-8 Locate major office development in the downtown core in order to complement retail activities and facilitate public transportation	The proposed project is a large office development located in the downtown core at the NW corner of NE 8 th Street, "Auto Priority Street" and 106 th Avenue NE, "Entertainment Avenue". The location of the project will complement retail activities and facilitate public transportation
POLICY S-DT-40: Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatments as appropriate.	The public outdoor spaces and street frontages are designed with robust landscaping, integrated art, water features and pedestrian scaled seating and gathering areas. Site Lighting, Site furnishings, pavement treatments and landscaping are designed to be pedestrian scaled and provide a variety of spaces for activated public use.
<u>POLICY S-DT-44: Provided incentives for 106th Avenue NE to develop as Downtown's Entertainment Avenue. This area will include a concentration of shops, cafes, restaurants, and clubs that provide for an active pedestrian environment during</u>	<ul style="list-style-type: none"> <u>The project is uniquely located at a prominent corner of NE 8th Street and 106th Avenue NE. The NE 8th street frontage creates an east-west accessible ground plane that is activated by a series of active uses/retail spaces. This continues to connect to the West open plaza at the prominent corner of NE 8th Street and 106th Avenue NE creating a continuous experience and synergy during the day for the workers or at night for residents or</u>

<p><u>the day and after-hours venues for residents and workers by night.</u></p>	<p><u>visitors at the downtown core/entertainment avenue at large.</u></p> <ul style="list-style-type: none"> • <u>The design incorporates special features like art, framed double height openings and office amenities like the "Great Room" further amplified prominent intersection along NE 8th and 106th Ave NE to celebrate the transition towards Entertainment Avenue to the south and the Cultural District to the north.</u> • <u>The West Plaza (north – south) is designed into zones that corresponds to the interior active uses facing 106th that allows activities to spill out to the plaza / sidewalk or accommodates different types of activities may it be restaurants, cafes or shops that continue to reinforce 106th Avenue NE as the Downtown's Entertainment Avenue. The landscaping (Woonerf) further enhances this experience and connects the site to adjacent development Onni using complementary soft and hardscape treatment intended to be experienced as one continuous space.</u>
<p>POLICYS-DT-48: Provide for a sense of approach to Downtown at key entry points through the use of gateways and identity treatments that convey a sense of quality and permanence.</p>	<p>The site's location on the Northwest corner of this superblock along the city designated "Entertainment Avenue" and on the same block as the pedestrian corridor and major public open space is enhanced by this projects proposed covered outdoor space and enhanced sidewalk along 106th Avenue NE. This outdoor space and associated architectural treatments will act as a gateway to the heard of the entertainment district.</p>
<p>POLICYS-DT-157.4: Integrate on-site loading space and/or create designated curbside loading space through development review</p>	<p>The proposed project contains a single loading and service area that is integrated into the interior of the tower podium. This space is directly accessed from the shared access easement with two access points – NE 8th Street and 106th Avenue NE and ensures all loading and service activities will take place outside of the public right of way. Additional on-site loading is provided in the curbside drop off zone along the south interior to the project site.</p>
<p>POLICYS-DT-162: Provide for through-block pedestrian connections to create a well-connected and accessible pedestrian network</p>	<p>The proposed two principal building entrances, located respectively at the NE outdoor plaza and at NE 8th Street, and the south building entrances, off the shared access roadway exit off 106th Avenue NE, provide a north-south through-block connection from NE 8th Street to 106th Avenue NE. It creates a well-connected and accessible flow within the building and helps to activate the retail edges on both arterials.</p> <p>The NE outdoor plaza enhances the existing Symetra mid-block corridor and in conjunction with the west covered plaza along</p>

September 11, 2020 (Revisions to June 4, 2020 ADR Submittal in red underlined)

Permit #: 20-105189 LD

Project Name: "The Artise (NE 8th & 106th)"

Comprehensive Plan Policies – Responses

	the "Entertainment Avenue" helps to connect to the Grand Connection and Bellevue Transit Center.
<u>DOWNTOWN DISTRICTS</u>	Review the District-Specific Policies applicable to your Proposal and list the below as appropriate.
Eastside Center District	<p>S-DT-83 – The activate spaces at ground level, the mid-block open space plaza and the covered outdoor area along 106th Avenue NE will provide day and night time activation through the use of dynamic water features, commissioned art works and activated retail opportunities.</p> <p>S-DT-85 – Mid-block vehicular connection and curbless street zones allow for an integrated transit system (shuttle bus and Rideshare) zone that will reduce congestion and confusion on the public rights of way. Pedestrian connections to the Grand Connection / pedestrian corridor and connections through the mid-block open spaces back to the Transit Mall will encourage public transportation use for user of this development.</p>